

DALLAS

AVIATION NUMBER

May, 1941



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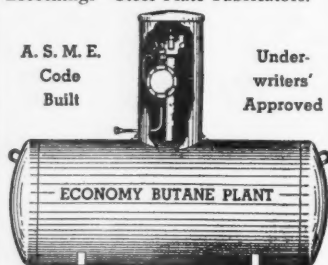
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Isn't this the sensible, business-like way you would like employees to handle their financial affairs? The entire story, in detail, should interest you, if you employ or supervise men. Ask us to go over it with you, and answer any questions. No obligation of any kind; all we want is your goodwill.

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"In a Tight—See Titus"

Met Opera Sets Records Again

The third Metropolitan Opera season in Dallas last month set new box office and attendance records.

Although exact figures will not be available until final receipts are audited, the gross is certain to pass \$75,000 and may reach \$80,000. This surpasses by several thousands the \$72,434 gross of the 1939 Met season, and of course the slightly smaller figure of \$71,862 in 1940.

The three annual visits of the Metropolitan to Dallas as its only engagement west of the Mississippi river has established Dallas' prestige beyond all other claims as the musical and cultural center of the Southwest. Advance figures on attendance showed patronage from 155 Texas towns, eleven other states and one foreign country. These included 33 towns in Oklahoma, seven in Arkansas, five points in New Mexico, three each in California, Colorado, Mississippi, Arizona and Nebraska, and four localities in Mexico. Each town in many cases was represented by many orders.

Railroads ran special cars from some points, including Denver, to bring large delegations.

The spectacular mark set by Lily Pons in "Lakme" last season, when all North Texas box office records were broken, was duplicated twice this year. Both "Daughter of the Regiment" a matinee, and "Rigoletto," an evening performance, played to capacity audiences, with 250 extra chairs installed at each opera to accommodate the overflow.

That the annual Metropolitan visit will continue each year until it assumes the estate of a Southwestern tradition is practically a certainty, Arthur Kramer, president of the Dallas Grand Opera Association, said. Each season to date has not only paid its way but has shown a small profit. In the event that some future season show a deficit, the base of underwriting support is so broad—113 firms or individuals whose total backing runs to \$157,750—that the load on each would be very small and well worth the investment in Dallas' civic and cultural standing, Mr. Kramer said.

Plans for future seasons are at present indefinite beyond the point that the Metropolitan will visit Dallas again at an undetermined date next spring.



STATEMENT OF CONDITION

At the Close of Business,

April 4, 1941

ASSETS

Cash on Hand and Due from Banks	\$ 74,428,934.01
United States Securities Owned	24,830,200.00
Stock in Federal Reserve Bank	330,000.00
Other Stocks and Bonds	2,987,846.62
Loans and Discounts	56,114,214.24
Furniture and Fixtures	255,244.53
Banking House	2,265,000.00
Other Real Estate	1,053,656.71
	<hr/>
	\$162,265,096.11

LIABILITIES

Capital Stock	\$ 5,000,000.00
Surplus Fund	6,000,000.00
Undivided Profits, Net	4,204,069.14
Reserved for Taxes, Etc.	291,465.34
DEPOSITS:	
Individual	\$91,428,056.38
Banks and Bankers	48,701,465.61
U. S. Government	6,640,039.64
	<hr/>
	146,769,561.63
	<hr/>
	\$162,265,096.11

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*"Registered
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For the first quarter in 1941 Republic National Life made a production increase of 17% over the same period in 1940. March production was the largest in the history of the Company.

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THEO. P. BEASLEY - PRESIDENT

DALLAS

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TEXAS



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Years of Progress
INVITE
Greater Confidence

Old firms like old friends have demonstrated their worth through years of plenty and lean years of hardship. The concerns listed on this page have an enviable record and are known as "old friends" by thousands of customers and people living in this section.

Established

1869 The Schoellkopf Co.
72 Years
Manufacturers and Wholesale
Distributors

1869 Padgett Bros. Company
72 Years
Leather Goods—Wholesale
and Retail

1872 Dallas Ry. & Term. Co.
69 Years
Street Railways

1875 Dallas Trans. & Term.
Warehouse Co.
66 Years
Transfer

1875 First Nat'l Bk. in Dallas
66 Years
Banking

1876 Fakes & Company
65 Years
Furnishing Texas Homes
Since 1876

1876 Charles Ott, Inc.
65 Years
Safes, Locksmiths and Guns

1876 Trezevant & Cochran
65 Years
Insurance General Agents

1876 Ed. C. Smith & Bro.
Undertaking Co.
65 Years
Funeral Directors

1885 Mosher Steel Co.
56 Years
Structural Reinforcing Steel
and Machinery Repairs

1889 J. W. Lindsley & Co.
52 Years
Real Estate, Insurance

1890 William S. Henson, Inc.
Successors to:
J. M. Colville & Son
51 Years
Printing and Advertising

1893 Fleming & Sons, Inc.
48 Years
Manufacturers—Paper and
Paper Products

Established

1896 Briggs-Weaver
Machinery Co.
45 Years
Industrial Machinery and
Supplies

1897 Merchants Retail Credit
Association
44 Years
"Fact Bilt" Credit Reports

1899 Dallas Plumb'g Co., Inc.
42 Years
Plumbers

1900 John Deere Plow Co.
41 Years
Agricultural Implements

1903 Republic Insurance Co.
38 Years
Writing Fire, Tornado, Allied
Lines, Automobile and Inland
Marine Insurance

1904 Atlas Metal Works
37 Years
Sheet Metal Manufacturers

1908 Stewart Title Guaranty
Co.
33 Years
Abstracts of Title, Insurance

1909 Hutchinson-Bonner &
Burlison
32 Years
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1911 Graham-Brown
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30 Years
Manufacturing Wholesalers

1912 Stewart Office Supply Co.
29 Years
Stationers—Office Outfitters

1912 P. B. Seastrunk
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Electrical Contractor

1914 Texas Employers
Insurance Assn.
27 Years
Workmen's Compensation Ins.

1932 Metropolitan Building &
Loan Assn.
9 Years
Savings and Loans

DALLAS

VOLUME 20

NUMBER 5

Established in 1922 by the Dallas Chamber of Commerce in the interest of Dallas and the Southwest, of which Dallas is the service center

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On the Cover

Since this issue of the magazine *DALLAS* is devoted to pointing out the features which make Dallas the Air Capital of the Southwest, it is fitting that the cover should depict some of the forces which combine to give Dallas this title.

On the cover will be found a commercial airline pilot; stewardess; an Army pilot, and a Navy pilot. The commercial pilot and stewardess, of course, pertain to Braniff, American and Delta airlines. The Army pilot represents Hensley Field, one of the nation's strongest small airports, and the Navy pilot represents the new Naval Training Base adjoining Hensley Field, which will be opened on May 15.

From left to right the characters on the cover are: Don Hurst, Braniff Airlines pilot; Emma Barnhill, Braniff Airlines hostess; Lieut. H. J. Tillapaugh, Army pilot, and Lieut. E. G. Poutinen, Navy pilot.

Not represented on the cover, but considered a vital part of the city's air facilities, is the maintenance man. His task is a major one, since on his shoulders rests the heavy responsibility of keeping commercial, Army, Navy and private planes in the air.



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DALLAS . . . Air Capital of the Southwest

Dallas won its spurs with cattle.

Dallas won its crown with cotton.

And now Dallas has won her wings as the undisputed Air Capital of the Southwest.

This new honor is one for which the city has been working for years and in 1941, Dallas' Centennial year, we see the combined efforts of the Chamber of Commerce and the city and county governments bearing fruit.

From a hay pasture, Love Field has grown to one of the most important municipal airports in the nation. With its ultra-modern air terminal recently placed in use, the field is being rapidly expanded to take care of the added burden which comes with the almost daily growth of air travel.

Planes leave or arrive at the field now at the rate of an operation every three minutes and so it is no wonder that the city and federal governments are combining to enlarge the field, add runways and install greater lighting facilities.

There was a time when the family went to the railroad station on Sunday afternoons to watch the trains come in. Now it goes to Love Field to watch the departure and arrival of the fleet transports operated by American, Braniff and Delta Airlines.

But the commercial flying facilities at Love Field are only a small portion of the activities here. Great repair shops overhaul planes which have been brought from as far away as South America; private flying les-

sons are given hundreds of students in a government approved school which also has a mechanical branch for the instruction of men who want to become airplane mechanics. Here, too, is a branch of the U. S. Army mechanic's school for the training of young enlisted men to be used as ground crews at army airports.

Close by are parts shops and factories for the manufacture of propellers and parachutes.

To the west of the city is another air center which includes the giant North American Aviation plant; Hensley Field, the U. S. Army airport and the new \$2,000,000 Naval Reserve Training Base which will be opened May 15.

Another growing concern which will soon be adding laurels to the city's aviation crown is Southern Aircraft, Inc., near Garland. The first plane is being assembled here now and before long others will follow it off the assembly line.

In addition to all this, the city's population is becoming air-minded with astounding rapidity. Private flying fields border Dallas on all sides and from them soar training planes which are being piloted by university students, young business men and women and scores of business executives who realize that the air is the nation's new frontier.

Yes, all of these facilities combine to make Dallas the undisputed Air Capital of the Southwest, a title which will become more and more important to industry and business in general as the state and nation grow.

B. B. Owen

Chairman of the Dallas Chamber of Commerce Aviation Committee

Dallas' New Nest for Navy Eaglets

THE Navy Eagle is building a nest at Dallas from which will fly keen-eyed pilots to help defend the nation.

Before long, on the shores of Mountain Creek Lake, the roar of the navy plane will blend with that of the army motors at Hensley Field, and the new trainers at the giant North American Aviation plant. A unique feature of this new base is that it will be manned by officers and men who started their training at other Reserve Aviation Bases over the nation.

Prior to the present emergency there were thirteen Naval Reserve Aviation Bases scattered at various population centers on the Atlantic Coast, Middle West and Pacific Coast. These bases were used for training Naval Reserve Aviators and enlisted men, who were all employed in civil life. A few new flight students were started on their way upward toward Navy Wings in this program each year. Last summer the Navy decided to embark on a vast aviation training program, and three additional cities were picked for establishment of reserve bases. They were Dallas, Atlanta and New Orleans.

The primary purpose of the Dallas base during the National Defense program will be to give initial flight training to prospective aviation cadets, who will fill billets in the active naval air force during the emergency.

This preliminary training is two-fold, first to teach young men the rudiments of Naval flying, and second to eliminate those young men who are unqualified for advance training at such centers as Corpus Christi, Pensacola and Jacksonville.



Shown above are the key officers for the Naval Reserve Aviation Base which is being constructed adjoining Hensley Field. From left to right are Capt. J. W. Preston, Jr., U.S.M.C.R., commanding Marine Corps; Lieut. H. Sartoris, U.S.N.R., base commanding officer, and Lieut. W. W. Premo, Jr., U.S.N.R., executive officer

Secondary purpose will be to constantly train mechanics and ground crews in the art of aircraft and engine maintenance, because such men undoubtedly will be needed for serving additional fleet aircraft on ships of the Navy.

The Dallas base, according to present plans, will house and train a vast number of students each year, in fact, the barracks now being constructed will handle 200 students at a time. These students will probably remain here about two months before going on to advanced training.

Addition of the Navy base to Dallas' flying facilities makes the city one of the undisputed air centers of the nation. For commercial purposes the city offers a fine municipal airport at Love Field. The Army has long maintained a base at Hensley Field, and numerous private airports have sprung up on the fringes of town, within the last year. These have all combined to make Dallas air-minded

to the extent that many of the younger men and women of the city are taking private flying courses.

With the training of these Navy Eaglets here, aircraft maintenance became a problem, but this was solved with elaborate shops at the Naval Base, which are being equipped with the latest types of machinery for airplane and engine overhauling.

When the Base is commissioned on

OFFICER COMPLEMENT, NAVAL RESERVE AVIATION BASE, DALLAS

Lieut. H. Sartoris, U.S.N.R.,
Commanding Officer
Lieut. W. W. Premo, Jr., U.S.N.R.,
Executive Officer
Capt. J. W. Preston, Jr., U.S.M.C.R.,
Commanding Marine Corps
Lieut. J. R. Martin, U.S.N.R.,
Medical Officer
Lieut. E. L. Gleaves,
Supply Officer
(The base will also have 10 flight instructors.)

By Lieut. W. W. Premo, Jr., U.S.N.R.

and

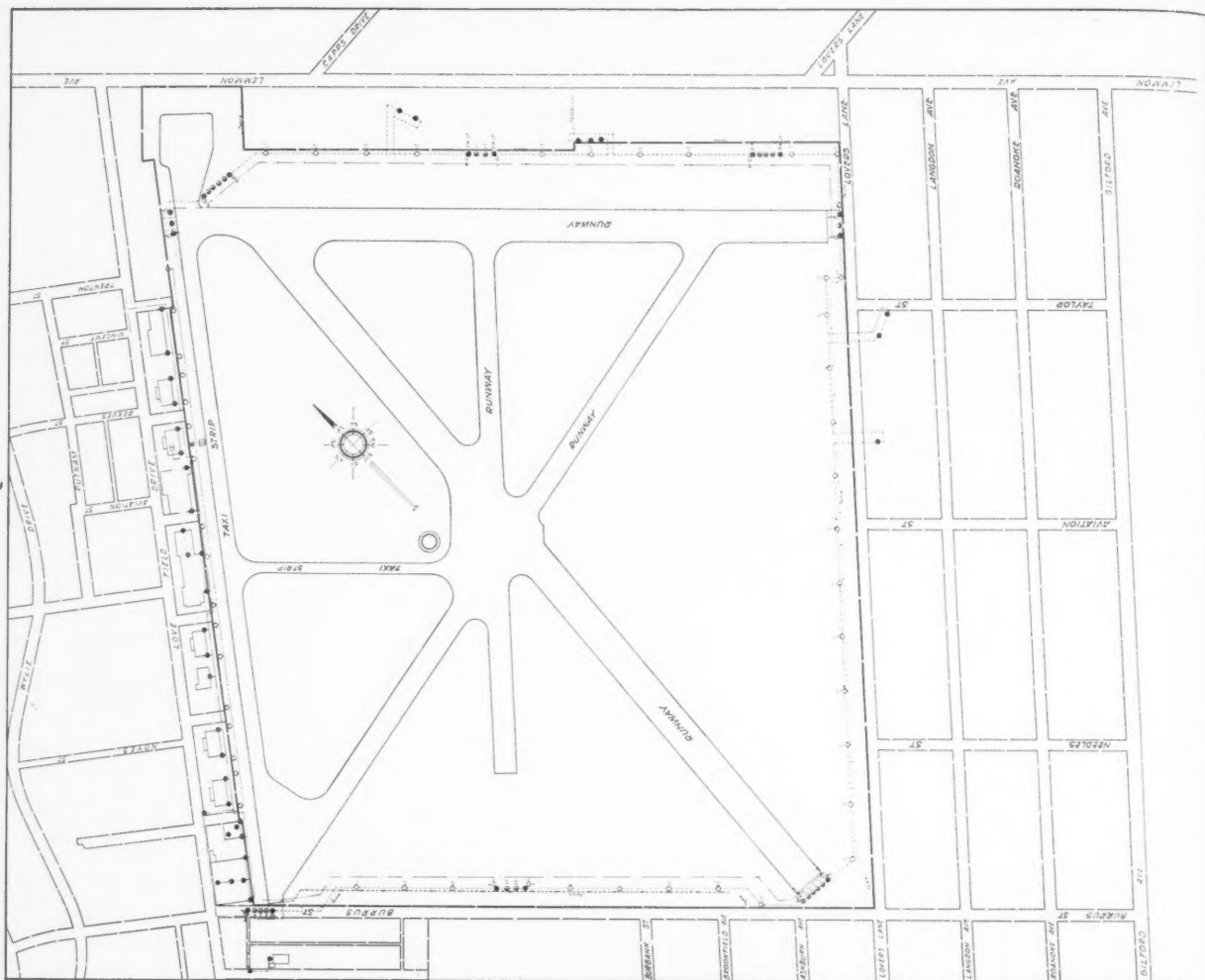
Lieut. H. Sartoris, U.S.N.R.

May 15 it will be one of the most complete training centers of its kind in the nation. The commissioned complement

(Continued on Page 15)

Love Field expands to Help Dallas become Air Capital

By CHARLES HANST, Airport Supervisor,
as told to Ayres Compton



Above is a map of Love Field which shows the layout as it was before the improvement program was inaugurated

THERE WAS a time, and it was not long ago, when it was considered extraordinary at Love Field if as many as a dozen planes landed and took off in a day's time. Today, however, air traffic at the Dallas municipal airport is moving at the rate of one operation every three and one-half minutes.

No doubt the vastly increased demands of commercial and military needs have prompted Dallas to meet these requirements by providing the necessary adequate facilities. Whether it was this factor, or the realization of one of the country's finest airport administration buildings, that provided the stimulus of recent expansion of air facilities locally is not so important.

What is important, however, is that the "all out" order for vast improvements to the Love Field area has been given, and early fall is expected to see the completion of a job that will give Dallas further claim to the title of "Air Capital of the Southwest."

The immensity of expansion and the pace with which new expansion projects are going on have virtually out-distanced lay knowledge of local aviation developments. Few persons not actively associated with the improvements at Love Field have been able to keep up with the unprecedented change of a mediocre terminal plant into one of the finest in the nation. In a written report to the city manager recently I

said: "The calendar year ending December 31, 1940, has witnessed the greatest expansion in local aviation activity in the history of Dallas. In addition to the normal growth of commercial lines and private flying, industrial and military requirements created by the National Defense program have increased many-fold the demands on the aviation department of the city."

Meeting of the demands referred to is already assured, both for the present and for the future, in a well-planned improvement program that is moving steadily ahead.

Under supervision of the City's public works department, planning and

construction of Love Field airport improvements is actually a six-point program:

1. Acquisition of additional acreage.
2. Construction of a new Airport Administration Building and Passenger Terminal.
3. Construction of storm sewers and supplementary drainage facilities; extension of runways and taxi strips; grading and sodding.
4. Resurfacing and widening of existing runways.
5. Installation of a complete lighting system, including runway lights, flood lights, and boundary illumination.
6. Erection of hangers, shops, and offices.

The first two-mentioned projects—

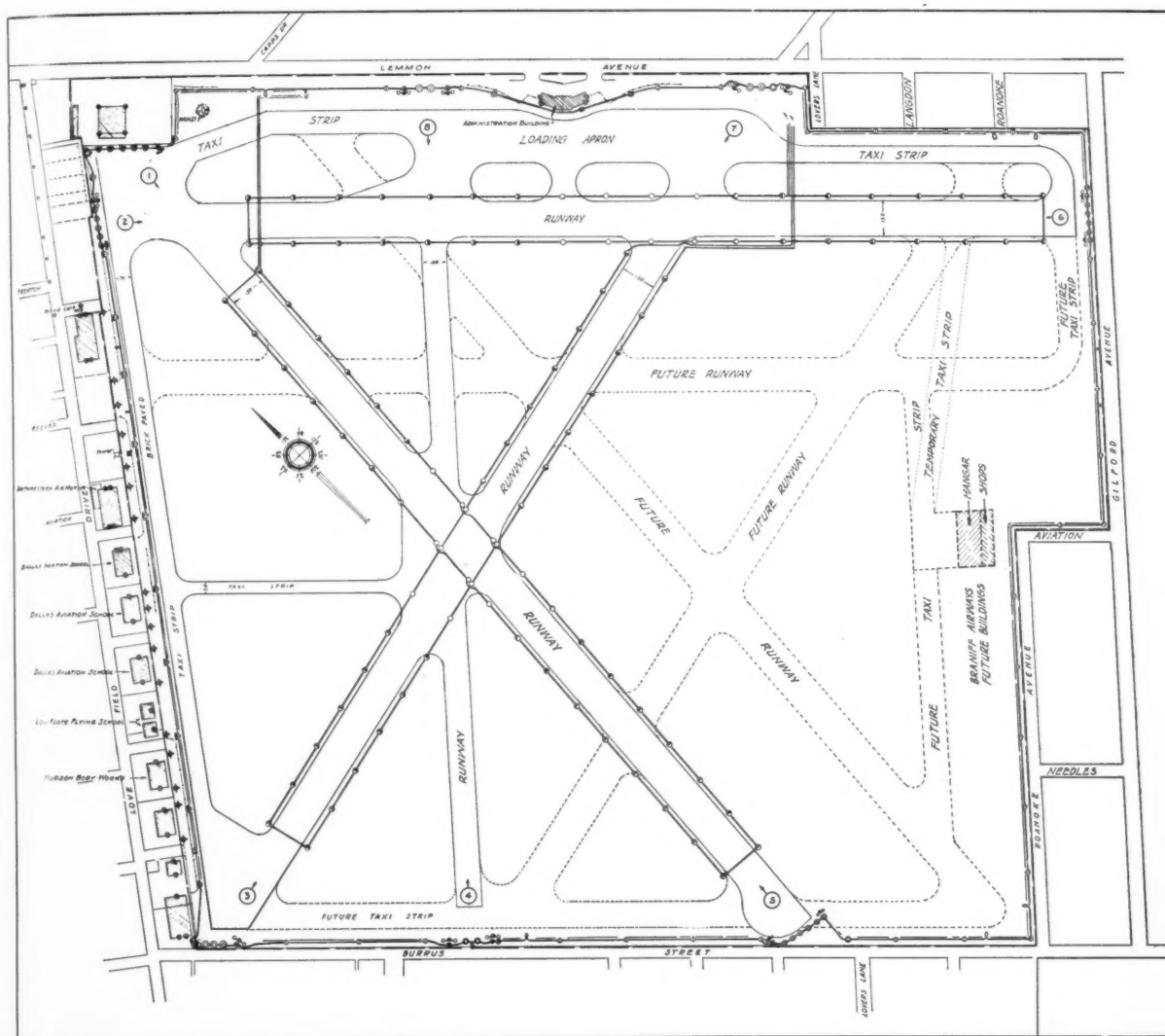
the acquisition of additional land and the new terminal building—are already completed. The latter is a thing of beauty and a lasting monument to the progress of aviation in Dallas and the Southwest. The two subsequent objectives—improvements to the runways and grounds—are well under way, their early completion assured. The matter of lighting and erection of a hangar await only minor details before work will actually begin, only a few weeks before this final stage in the mammoth improvement program will get the “go ahead” sign.

Prior to the current development program, Love Field airport contained 262 acres. Although it compared favorably with others of the same class, it soon became evident that increasing demands upon the airport would

necessitate first of all additional space. To the original 262 acres have been added 96 acres, making a total of 358, at an approximate cost of \$90,000.

Conveniently located on Lemmon Avenue is the Administration Building and Passenger Terminal, a modern two-story and basement structure, housing ticket offices, lobby, baggage and express rooms, as well as all administrative and executive offices of the airport, associated air transport lines, and the United States Weather Bureau. The imposing edifice, one of the nation's finest, is equipped with heating and air-conditioning facilities, has a restaurant, news stand, and other public conveniences. Designed and constructed by local architects and contractors, the building is valued at more

(Continued on Page 11)



Here is a map of Love Field which indicates how the airport will be improved during the current expansion program

Hensley Field: Dallas' Crossroads For the U. S. Army Air Corps

By Maj. Thomas D. Ferguson
Commandant of Hensley Field

ONE of the U. S. Army Air Corps' most vital links in its chain of small airports across the nation is Hensley Field, located west of Dallas near Grand Prairie.

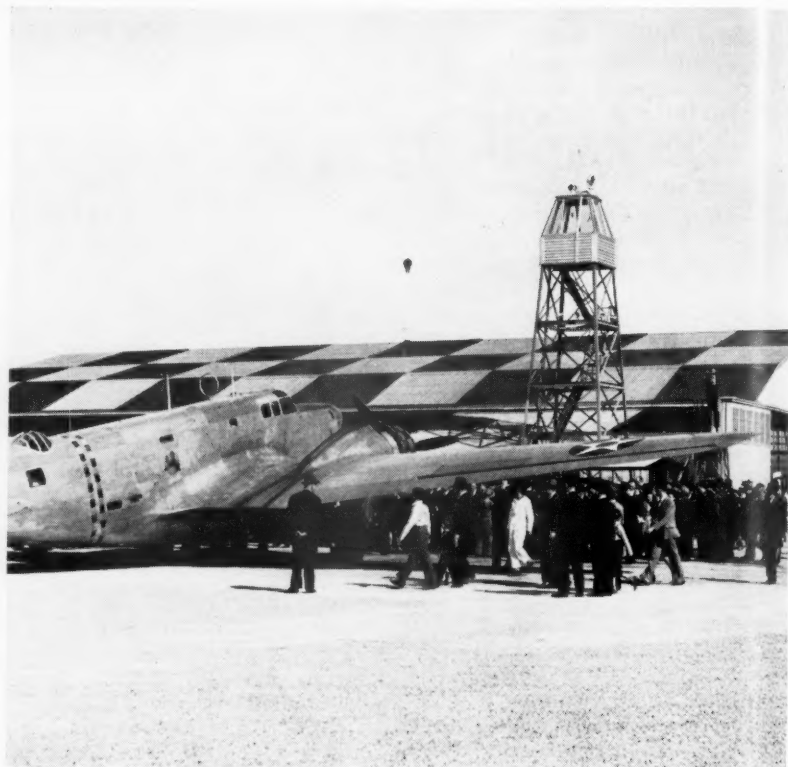
Named for Maj. William E. Hensley, air officer of the 8th Corps Area from 1927 until his death in 1930, the airport, although compact, is still large enough to accommodate large bombers or the fleetest of pursuit ships.

Hensley Field was established in 1932 on 248 acres of land purchased by the city of Dallas and which is rented to the government for a dollar a year. Thirty-two acres of the original plot have been ceded to the Navy for establishment of the new Naval Training Base which will open on May 15.

To Maj. Harry Weddington goes much of the credit for the establishment of Hensley Field. He opened the Reserve Army Air Corps base at Love Field in 1928 and by 1931 he had sold the city of Dallas on the idea of going after an army air field for this territory. Maj. Weddington envisioned the important part that such a field would play in army air traffic in the Southwest and because of his sound "sales talk" and his enthusiasm, the city appropriated the necessary money with which to purchase Hensley Field.

Maj. Weddington went to work immediately after the land was acquired and before long he had initiated physical improvements which included fine runways, a night lighting system, officers' and non-commissioned officers' quarters and barracks for enlisted men.

Personnel at the field has grown from two officers and 12 men to two officers and 70 men. The following detachments have been assigned here: 8th Corps Area detachment, 3rd Communications squadron, 3rd Weather squadron, 7th Signal Company, Medical Corps detachment and Quartermaster Corps detachment.



This picture shows a large crowd of Dallasites who toured Hensley Field at a recent Sunday open house. They are inspecting a giant Army bomber which was on display that day.

Hensley Field is the most active of all small air corps ports in the handling of air service traffic. In 1940, over 5,000 airplanes were serviced here and during this year it is estimated that over 9,000 army aircraft will land and clear the field.

Primary purpose of Hensley Field is as a reserve station for the training of inactive reserve officers of the Air Corps in the Dallas area and men who use the field's facilities number 105.

Secondary purpose of the airport is the maintenance of a convenient repair and refueling point in the Southwest for aircraft of the army.

But regular army planes are not the only visitors to Hensley. Among ships which have swooped into the field are those of the Navy, Coast Guard, Na-

tional Guard and the C.A.A. And all of these planes were guided safely to their destination by the powerful little army radio station WYO, which is in service 24 hours a day, 365 days in the year.

Although its primary purpose is giving pilots wind directions and altimeter settings for the Dallas vicinity, the radio station often makes contact with ships as far away as 1,000 miles.

Since its establishment, Hensley Field has had three commanding officers. Maj. Weddington served from 1932 to 1935. Maj. B. S. Thompson was commandant from 1935 to 1938 and I have been on duty here since then.

As the National Defense Program grows, Hensley field is expected to play an ever-increasing part in guarding the nation.

LOVE FIELD

(Continued from Page 9)

than \$200,000. Begun on November 21, 1939 construction was completed September 11, 1940.

With a view to improving the grounds at Love Field, the city constructed an eight-foot horseshoe out-fall storm sewer from the Trinity River to a point near the airport in order to provide an outlet for the Field drainage system. The drainage system, itself, consists of a main line storm sewer of concrete pipe, with open-joint concrete pipe and grate inlets for the runway drains. Also included in the Defense Project is extension of one of the major runways, consisting of 8-inch compacted white rock base, tack coat, and 1½-inch hot-mix asphaltic surface. Taxi strips from the Administration Building to existing runways were also installed. Other improvements include complete sodding around and adjacent to the Administration Building, together with filling, shaping, grading, and leveling off where needed. Work on these items began January 24, 1941. The total estimated cost, shared jointly by the City of Dallas and the Work Projects Administration, is \$365,275.

Three principal runways, each originally 100 feet wide, have been increased to 150 feet each, leaving only one secondary runway and taxi strip from hanger row unchanged. A commodious loading apron adjacent to the Administration Building and taxi strips connecting the apron to runways have been constructed. Extension to the runway and taxi strips paralleling Lemmon Avenue are now under construction as a part of the National Defense program. Parallel runways and taxi strips connecting on the northwest side of the field are soon to be resurfaced under contract just awarded, the approximate cost of which will be \$92,300.

Currently in the hands of WPA officials at Washington are plans for the lighting system, designed by expert engineers, for the purpose of providing the greatest of safety to air traffic in and out of Dallas and in conformity with requirements of the Civil Aeronautics Administration. The plans call for boundary circuit lights around the outer boundary of the field. Obsolete obstruction lights will be replaced with new units, installed wherever needed. Range lights will be part of the equipment to be installed at the ends of all

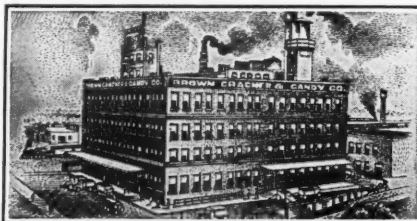
runways. All flood lights will be re-designed and reconstructed to conform to present requirements and installed at the ends of all runways, wired so that they may be manipulated from the control and observation tower on top of the Administration Building. Contact lights will be added to both sides of each runway, spaced some 200 feet apart and likewise controlled from the observation tower. The entire lighting system will be so arranged that the runway selector, landing and take-off switches, the wind-T, and all other lighted indicators may be operated from a central control board. The system is complete in every detail, as modern as electrical engineering can make it. The approximate cost of the illumination plant will be \$90,000.

Out of a special \$125,000 bond fund will come the Love Field hangar, soon to be built by the city and leased to Braniff Airways. The structure will house Braniff's operating base under a lease between Braniff and the city for a 20-year period, which means the retention of the Braniff base with its million-dollar-a-year payroll in Dallas. According to the contract, Braniff will retire bonds issued to finance the structure during the first ten years of the lease and pay the city \$1,500 a year rental on the hangar during the last half of the lease period.

According to present specifications of the Civil Aeronautics Administration, the current improvement program, when completed, will entitle the Love Field airport to Class 4 rating, the highest classification the C.A.A. has to offer, making Love Field one of the finest aviation traffic centers in the country.

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Air Condition NOW! Step up office
efficiency... store sales... plant pro-
duction the Modern, Pleasant Way...

Let one of our engineers help you deter-
mine your requirements. Call 2-9321,
ask for Station 358.

DALLAS POWER & LIGHT CO.

O'DANIEL SAYS — NAA Recognizes Texas' Vast Resources

*Because it gives such a graphic pic-
ture of Texas' vast resources and the
state's advantages as a fertile territory
for the establishment of big manufac-
turing plants, the speech which Gov. W.
Lee O'Daniel made at the dedication of
the North American Aviation, Inc., of
Texas, plant, on April 7th, is herewith
reproduced: (This speech was broad-
cast throughout the United States and
was also relayed to several South Amer-
ican countries.)*

“ANY STATE in the American Union
and any community of this land
would rejoice over its selection as the
location for what the distinguished pres-
ident of the North American Aviation
Company has promised will be — ‘the
finest airplane plant ever built any-
where.’ The direct, tangible economic
gain for Texas resulting from the setab-
lishment of this \$7,000,000 factory, em-
ploying 12,000 workers at \$2,000,000 a
month, is so significant and so impor-
tant that I trust I may be pardoned for
displaying considerable enthusiasm over
this material blessing which has been
bestowed upon our Lone Star State of
Texas. And with equally pardonable
pride may I point out that I believe the
vast reservoir of Texas' natural re-
sources, and industrial advantages fully
justify this recognition.

“For many years I have broadcast in-
formation concerning the unlimited in-
dustrial possibilities in Texas, and it is
indeed gratifying now to see this dream
coming true so substantially and so rap-
idly... Texas, with its one hundred
and seventy million acres always has
been a vast storehouse of raw materials
and supplies needed by the Nation. Our
resources and advantages rank first in
many ways. Texas is first in size; first
in variety of geographical characteris-
tics; first in miles of railroads; first in
production of oil; first in cotton and sul-
phur and gas; first in mohair and in
wool; first in area of forest lands; first
in production of grain sorghums, and a
score of other things. We have immense
coal mines, lignite beds, and unlimited

alkalines; carbon black and magnesium
and bromines; immense iron ore de-
posits; building materials, cement, plas-
ter paris, lime, rock, granite, and moun-
tains of beautiful marble, shell, tile and
brick clays and unlimited glass sand of
the highest quality. Of ten minerals
listed by Army and Navy Munitions
Board as strategic, five occur in Texas,
these being mica, chromite, manganese,
mercury and tin, and all the helium gas
in the world.

“This is only a partial list of our
many natural resources in Texas. We
have 400 miles of seacoast with 13 of
the finest ports which never see any ice,
and are open all the year 'round.

“Between the Red River on the north,
and the Rio Grande on the south, lie ten
major drainage basins where vast reser-
voirs impound lakes of water for power
and irrigation, and many more dams are
being built.

“Yes, in natural advantages and in
products of the soil, in resources of
every kind, this state of Texas has held
a leadership difficult to challenge.

“During our first century of progress,
we battled our way to freedom from
control and domination by a foreign na-
tion, and carved our present advanced
position from a wilderness...

“Our second century of progress is
now commencing with the dawn of per-
haps the greatest era of industrial de-
velopment any country in the world has
ever experienced. The raw materials are
here in abundance; hundreds of mil-
lions of dollars are bulging our bank
vaults and awaiting investment; cheap
fuel is more plentiful than anywhere
else in the world; mild climate makes
all-year-round factory operation pos-
sible; growing population has greatly
increased the availability of good labor;
abundant production of all kinds of food
close to almost every door makes living
conditions pleasant and cheap, and all
kinds of economical transportation to
markets in the United States give us a
good outlet for our surplus products.
Also, when destruction of warring coun-

(Continued on Page 29)

Produce or Perish: all out for Defense, warns Walter Fuller

By Walter D. Fuller

President National Association of Manufacturers and
President of Curtis Publishing Co.

The following speech was made in Dallas by Mr. Fuller when he was here on March 26 conducting a Texas conference on preparedness for the Texas Manufacturers Association. He spoke at a luncheon sponsored by the Dallas Chamber of Commerce.

BBRITISH Character and Courage saved the day on the sands at Dunkerque. Let us, therefore, cherish and cultivate character and principles that are American, for they are the only things that, in a modern world, can even remotely justify the horrors of war.

"We meet here in times of great national concern and uncertainty. I want to talk to you as fellow manufacturers, representatives of industry, which has the supreme task of building the nation's defenses.

"In peace, in war, we of industry constitute the mainstay of American life. Industry is the vital part of our everyday life. Industry is a *device* by which people transfer their abilities, and their energies into a *living*—your *living*, my *living*, *everybody's* living.

"American industry is free enterprise.

"And the *truth* about American free enterprise is that *it works*. In ten generations it has transformed America into the best land under God's sun.

"From making the things of peace we have been plunged into manufacturing the things of war. From *'all out-of-defense'* nine months ago to *'all out-for-defense'* now. The whole character of industry has been changed at our nation's call: soap makers are making machine guns, sewing machine manufacturers turn out landing gears, linoleum makers are machining out shells, a lingerie maker is weaving mosquito bar, a plastic maker turns out dynamite, even a piccolo manufacturer is drilling gun barrels.

"In that nine months we have absorbed *12 billion dollars'* worth of orders; 96 per cent of the orders placed are already in production and our February survey

showed that 75 per cent of the manufacturers expect to deliver without delay.

"With the passing of the lease-lend measure there are *billions* of dollars worth *more* of orders—orders which will require the nation's combined capacities to produce.

"N. A. M. with its affiliates in the National Industrial Council has made a survey of unused productive capacity and one of the purposes of this trip is to point out in public talk and private interview the manner in which the community and regional capacities can be pooled and organized to help all industry to take its place in national defense. Sub-contracting, I might add, has doubled since the first of the year.

"Another purpose in visiting you today is to make you *proud* you are a manufacturer, by reviewing the national response of industry, to the call to arms and to encourage and *foster* national industrial unity for the maximum necessities that lie ahead.

"Much has been said about the machine-tool bottleneck—and that's industry's responsibility. It isn't all we'd like yet, but look at the record: The 1940 production of the machine tool builders was 2,000 per cent over the depression low. This year it will be at the rate of \$750,000,000—almost four times the pre-depression high. *That's* a job well done.

"In December, Mr. Knudsen declared airplane production to be 30 per cent *under* his hopes. January production took up the slack with over 1,000 planes delivered. By the end of 1941, a million men—more than automobiles and steel together normally employ, will be working in airplane production.

"With ships—the 40-month building period for a cruiser has been cut by one-eighth. Submarines are being produced in 24 instead of 30 months. Destroyers are being launched three months ahead of schedule.

"The Chrysler tank factory, a quarter of a mile long, was built in four and one-

half months. By next September, five 25-ton tanks will be rolling off the assembly line every eight-hour shift—more than enough to equip a full armored division every month.

"The manufacturer is standing shoulder to shoulder with his government. The government has spent \$1,575,000,000 in plant expansion in the last six months; Great Britain has spent in this country 170 million dollars for a similar purpose. *Well*, private enterprise matched these two nations by putting in *excess* of two billion dollars in plant expansion in the same time.

"The office of Production Management, largely manned by experienced business men, has done a good job, for besides the heavy goods of war, they have bought 37 million pairs of socks, 17 million pairs of pants, 7 million hats and 10 million shirts—what the well dressed army will wear. All of this has been accomplished without profiteering. The average price of all commodities in the first eight months of the defense period, exclusive of farm products, had increased only 3.6 per cent. In relation to increased costs, prices have actually been reduced.

"That *briefly*, but *proudly* is the picture today.

"Statisticians have computed that in the seven months immediately following last May we made more progress working together as free men, than did Hitler in two and a half years with his much-vaunted government-dictated economy

"Statistics change by the hour, not until the historians write the dramatic story of *these* days of 1941 and tell in detail how American industry met the need will a full understanding be possible. *Americans for a hundred years will be proud of that record.*

"*But* as proud as we are of this record, achieved jointly by capital and labor, *it is not enough*. American industry, large and small, in every state, on every coast must speed and gear itself to the supreme defense effort.

"Somewhere along the line, when defense seems adequate and the clouds have cleared away, free enterprise will

(Continued on Page 15)

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TRAILWAYS
STATION
(Interurban Bldg.)

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----Quicker
VIA
BOWEN
MOTOR COACHES
Call **7-8877**

NEW NATIONAL CONCERNS HERE ESTABLISH RECORD

NEW concerns locating in Dallas in March totaled 124, including six manufacturing plants, forty-three wholesale establishments, thirty-six retail concerns, four oil companies and thirty-five classified as miscellaneous. In the total were thirty-one branches of national concerns, a new record for any one month.

Following are the more important concerns locating here during the month:

Manufacturers

AAA Sign Company, 2516 Live Oak Street. Sign manufacturers.

Arctic Ice Cream Company, 4008 Commerce Street. Ice cream.

Oak Cliff Sash & Door Co., 1025 Forest Avenue Road. Planing mill.

Potts Manufacturing Co., 107 South Good Street. Machine shop.

Sidran Sportswear Co., 1810 Main Street. Sport clothing.

Southwest Hollostone Co., Santa Fe Building. Concrete products.

Wholesalers

Acme Bottle & Supply Co., 1407 Ashland Avenue. Bottles.

Acme Butane Equipment Co., 1912 Main Street. Butane gas equipment.

Aircraft Steel & Supply Co., 378 Industrial Boulevard. Aircraft tubing. Home office, Wichita, Kansas.

All-Metal Airplane Sales Corporation, 1611 First National Bank Building. Airplanes.

Armour & Company, 223 Jefferson Hotel. Sales office. Home office, Chicago, Ill.

B & M Film Exchange, 3021½ South Harwood Street. Film distributors.

Beacon Manufacturing Co., 3220 Purdue Avenue. Blankets. Home office, Swannanoa, N. C. T. H. Mumpower, representative.

Berkeley Pump Corporation, 705 Ross Avenue. Pumping equipment. Home office, Berkeley, California.

Charles Bruning Co., Inc., 515 South Ervay Street. Blue printing equipment. Home office, New York, N. Y.

Butane Distributors Co., West Commerce Street. Butane gas and equipment.

Chi-Namel Paint & Varnish Co., 1020 Pacific Avenue. Paints. Home office, Minneapolis, Minn.

Consolidated Expanded Metal Co., 1117 Magnolia Building. Metal lath, etc. Home office, Wheeling, W. Va.

DeWalt Products Corporation, 2311 Pennsylvania Avenue. Woodworking and metal working machinery. Home office, Lancaster, Pa.

Durochrome Company, Inc., 902 Southland Life Building. Decalcomania transfers, name plates, etc. Home office, Los Angeles, Calif.

Frost Creosoted Pole Co., 403 Southland Life Building. Creosoted lumber. Home office, Shreveport, La.

General American Aerocoach Co., 508 Continental Building. Airplanes. Home office, Chicago, Ill.

Globe Manufacturing Co., 2417 Commerce Street. Disinfectants, soaps, etc.

Hobbs Manufacturing Co., 1302 Ross Avenue. Truck equipment and trailers. Home office, Fort Worth, Texas.

Holt Office Machines, 415 North Akard Street. Adding machines.

Hotel Carpet & Drapery Studios, 4543 Bryan Street. Carpets and drapes.

Libbey-Owens-Ford Glass Co., 1706 Tower Petroleum Building. Glass. Home office, Toledo, Ohio.

Liquified Gas Equipment Co., 2405 South Harwood Street.

Lynn & Cohen News Agency, 506 Santa Fe Building.

Marsh Wall Products, Inc., 2507 Pacific Avenue. Building materials. Home office, Dover, Ohio.

Midland Chemical Laboratories, 1610 Bryan Street. Insecticides, disinfectants, etc. Home office, Dubuque, Iowa. W. C. Hixson, representative.

Minnesota Linseed Oil Paint Co., 3705 Dickason Avenue. Paints. Home office, Minneapolis, Minn. John T. Alexander, Texas manager.

Municipal Equipment Company, 508 North Harwood Street.

The Nelson Company, 726-A Santa Fe Building. Gas water heaters. Home office, Boston, Mass.

Okay Pictures, Inc., 3021½ South Harwood Street. Film distributors.

Pratt & Lambert, Inc., 2414 Elm Street. Paints and varnishes. Home office, Buffalo, N. Y.

Protex Service, Inc., 4019 Lemmon Avenue. Insecticides, etc. Home office, Chicago, Ill. C. A. Trimbos, Texas manager.

Don Romaine, 2203½ Cedar Springs. Wall paper and decorative fabrics.

Schenley Distillers Corporation, 1512 Cotton Exchange Building. Liquor im-

(Continued on Page 19)

Navy Base

(Continued from Page 7)

of the Reserve Base here will consist of approximately fifteen Naval Reserve officers; three Marine Reserve officers; 150 Navy bluejackets; eight Marine Corps Reserve enlisted men, plus the two hundred flight students.

At the end of the present emergency, undoubtedly, many Dallas boys who were trained at the base will have spent time with the Navy afloat in active fleet squadrons, and will return home to take up civil occupations. These young men will still be Naval Reserve or Marine Corps Reserve aviators.

At the conclusion of this national training program, the Dallas base will

LOCATION OF NAVAL RESERVE AVIATION BASES THROUGHOUT THE NATION

Boston, Mass.
New York
Philadelphia
Washington, D. C.
Miami, Florida
Detroit, Michigan
Chicago, Illinois
Dallas, Texas
St. Louis, Mo.
Kansas City, Kansas
Minneapolis, Minn.
Seattle, Wash.
Oakland, Calif.
Long Beach, Calif.
Atlanta, Georgia
New Orleans, La.

become the training center for Naval aviators not on active duty. The base will be supplied with fleet type aircraft and squadrons will be formed, thus enabling reserve aviators in civil life to continue their training, with the latest Navy aircraft.

Both Navy and Marine Corps squadrons will be permanently attached here at that time.

William S. Henson Buys Printing Firm

Under a charter amendment approved by the Secretary of State, the firm name of J. M. Colville & Son has been changed to William S. Henson, Inc.

The firm was founded in Dallas in 1890 by J. M. Colville, who moved his printing equipment from Galesburg, Illinois. William S. Henson, president of the company, acquired the interests of C. M. and R. H. Colville, sons of the founder last September.

Produce or Perish

(Continued from Page 13)

live or die by the reputation we make in this crisis.

"By it we stand or fall, as a system of free enterprise."

"By it we stand or fall as a nation."

"I pledge you there'll be no turning back or turning aside by American industry, in our country's hour of trial."

"This is our responsibility."

"To accept his responsibility of definite stewardship is the job of every manufacturer. And to be true stewards of this national trust he cannot serve his country by sulking, or by slander, or by hurling criticism. He should not criticize for the mere sake of criticizing. He must not merely raise the question in such an hour—he must provide the answer. If he would be critical, he must, at the same time, be constructive."

"There have been, and are, bottlenecks in the defense output. Some in Government; slowness in specifications, delays in deciding on products, and the most serious of all in the lack of uniformity in Army, Navy and other departmental needs."

"If the Government would standardize the needs so that mass production were possible, why we can beat Hitler any day at that game. If Government will get more of its requirements on a standardized basis, we'll surpass the world in our 1941 production of fabricated death."

"Strikes have been a serious bottleneck. It is alarming for mothers and fathers of draftees in this country to find out that enough time has already been lost through strikes to build 480 bombers or 24 destroyers or a half million modern Garand rifles for their boys to carry."

"The president rather lightly dismissed these defense strikes with the statement that they only involve 'one 400th' of the defense work, intimating that they are, therefore, inconsequential."

"But the public will not so lightly excuse these strikes as they find out how their effects filter through the whole of defense production, and today it's **PRODUCE OR PERISH—IF IT'S ALL 'OUT FOR DEFENSE,' THEN IT'S ALL OUT**, and that means **NO EXCEPTIONS**."

"General Electric was forced to stop making a certain heat rectifying metal at Bridgeport because of a strike. When the supercharger for airplanes using this metal runs out of stock, no matter how

fast planes are made, they can't be delivered. Delay in delivery of a certain bomber was caused by the shortage of a mechanical piece being made in the Staten Island plant of the S. S. White Company—where a strike occurred."

"The new smokeless powder plant at Radford, Virginia, was ready recently, but its production was held up, as was the Charleston, Indiana, dynamite plant, by lack of electrical generators which were to have been completed by the Allis Chalmers plant—where a strike occurred."

"Soon, we may be trying to find out 'when does a strike become sabotage?' But the greatest of the squeeze plays is the custom of requiring workers to pay for the permission to make defense goods."

"In one army cantonment 300,000 pieces of glass were to be installed. The Glaziers Union could furnish only 20 members. The union finally permitted other men to work for their government at a price, payable to the union, of \$2.00 a day."

"From October 1 to the middle of January, building trades unions collected half a million dollars from construction workmen at Camp George G. Meade of Maryland. At least three per cent of the \$15,000,000 Uncle Sam paid for the job went into A. F. of L. union treasuries."

"At Camp Hitchcock, Texas, jobs cost \$16.00, \$54.00 and up."

"At Camp Devens, Massachusetts, laborers receiving 65 cents an hour were forced to pay \$40.00 cash or \$50.00 at \$5.00 per week, to the Fitchburg local of the International Hod Carriers, Building and Common Laborers Union of America for the privilege of working for America."

"Are we building defense or organizing labor at the expense of defense?"

"The Government asks some to do the 'impossible' while others do the 'unthinkable.'"

"No nation, regardless of its potentialities, can—by working less and less—lick another nation which is working more and more."

"Think about that for awhile, and remember the lesson of France."

"I do not wish to indict the thousands of loyal and patriotic workmen of this country, who with industry, are making our defense record possible. I have nothing but utmost praise for the manner in which the workers, by and large, have responded. But I do say that labor stoppages have reached the point where the

(Continued on Page 16)

Sales Plans.....

are Built Around PRINTING

...and SALES

are Often Made or Lost WITH IT!

That's the reason you should exercise the same care and analysis in selecting your printer that you use in employing any other important department head for your business.

The responsibilities of your printer are, after all, directly related to those of your sales organization and advertising department.

You may be putting your best efforts into an advertising campaign, but if your mailing pieces are ineffective and sales are "off" — it's high time to look to your printer...

...or better still — LOOK TO US!

Robert Wilmans

PRINTING
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DALLAS

1013 ELM STREET

Produce or Perish

(Continued from Page 15)

government should quit dilly-dallying and formulate a constructive labor policy.

"I am afraid, as much as I would like to see it succeed, that the national Mediation Board is merely a palliative, or at best, only a feeble gesture in the right direction, during this most critical period. Here are my reasons for questioning the future efficiency of this Board's operations: (1) Its operations do not call for a 'cooling off' period. (2) It can consider only cases referred to it by the labor department. (3) It places additional burdens on the O. P. M. at the expense of production activities.

"Management would be brought up with a short halter if it were guilty of 1/16th of the bad practices attributable, in this emergency, to some union activities. The public would welcome, in my opinion, a Government labor policy with teeth in it.

"When I said awhile back that industry would not criticize without having constructive, corrective suggestions to offer, *I meant it*. I am going to close my remarks by offering a suggested program—a program which the public of this country is virtually demanding today. Listen to the undercurrent of comment when pictures of strikes are shown on the screen in theatres. Read editorial comment in newspapers and magazines. Listen to the friends of labor in Congress. Listen to the men on the street. Listen to the draftees in the training camps. *Then* you will know that industry is not alone in demanding that a sound labor policy—to avoid defense blocking be formulated, and *at once*.

"I believe the following six points should be incorporated in a governmental labor policy.

"First, is the common sense course, which I am happy to say, prevails in most of industry today—namely, the exertion of every reasonable effort for the amicable settlement of disputes by voluntary negotiations.

"Next, a federal policy as follows:

"(1) Nothing should be allowed to stop defense production.

"(2) Employers should give the other party to labor disputes 40 days' written notice of intended lock out. Similarly workers should give the employer 40 days' notice of intention to strike.

"Any policy which does not have this 'cooling off' period to keep planes,



William S. Knudsen, co-chairman of the office of production management, was the principal speaker at a luncheon in North American Aircraft plant, April 7th. He is shown here being applauded as he rose to praise "This magnificent new plant." His speech was broadcast on a nation-wide hook up of 161 radio stations and was re-broadcast short-wave to South America.

✱

"You Texans have done a wonderful job—have set an example for the nation, declared Knudsen later in his dedicatory address. "We need planes and we're going to have them ready when the time comes." Shown in the front row on the speaker's stand are Maj. Gen. George H. Brett, chief of the air corps; E. R. Breech, chairman of the board for NAA; Gov. W. Lee O'Daniel, and J. H. Kindelberger, NAA president.

Lithographed by **ROBERT WILMANS**



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J. H. Kindelberger greets William S. Knudsen, OPM chief, Maj. Gen. George H. Brett, chief of the air corps and Merrill Meiggs, director of aviation production for OPM, as they arrive at Hensley Field for dedication of North American plant.



Shown at right are part of the 60,000 Dallasites and Texans, who were admitted to the North American plant on April 6 to marvel at the giant factory and the modern methods of airplane production.



Shown above is part of the large crowd gathered to hear stirring speeches praising NAA and





crowd gathered in the flag-draped NAA hanger
A and



President Kindelberger is shown above signing the release order on the first three Dallas made NAA trainers for Maj. Gen. George H. Brett, while Mr. Knudsen, extreme left, and a staff of military notables look on in admiration.

★

After the sleek trainers were formally accepted by the government they were flown over the plant in formation as a band played "The Eyes of Texas" and the crowd applauded.

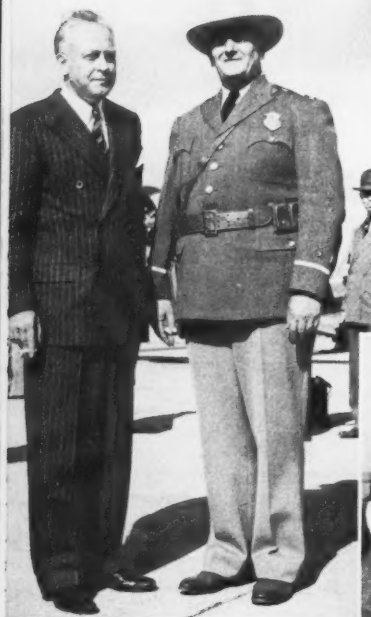




William Knudsen, OPM chief, hat in hand, talks to Merrill Meiggs, OPM official; Miss Molly O'Daniel, President Kindelberger, Gov. W. Lee O'Daniel and Mrs. O'Daniel, in front of NAA's first Texas-made plane.

These men were at one of the tables at a press dinner given by NAA officials on April 5, left to right: Ben Critz, Vice-President and General Manager of the Dallas Chamber of Commerce, J. Gordon Tebbull, Consulting Engineer, Mr. J. H. Kindelberger, A. M. Nielsen, U. S. Army Engineer, R. A. Lambert, Treasurer of North American Aviation, and a member of its Board of Directors, C. J. Gallant, Staff Assistant and Technical Consultant of NAA.

Lithographed by ROBERT WILMAR



J. H. Kindelberger, president of NAA, is shown left, proudly surveying a group of NAA guards with alert Chief C. H. Edwards.



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shells and equipment moving down production lines cannot be a success.

"(4) During the first ten-day period after such notice, there should be an investigation of the disputed facts by an impartial committee, appointed either by the president or within the Department of War or Navy. Reports of the facts by this committee should then be made public for the people after all are the layers of defense and are the first part at issue.

"(5) Cause which cannot endure ultimate investigation, plus complete public knowledge in such circumstances is self-condemned. Thus the public interest in national defense is assured against arbitrary interruptions which do the work of a public enemy.

"Imagine how Hitler must enjoy strikes in American Defense Industries.

"(6) Strikes based on jurisdictional disputes between rival unions should never be permitted. In times of national crisis they become almost as questionable a course of defense obstruction as sabotage itself.

"(7) If voluntary methods of settling strikes fail, then methods for the reduction of production stoppages should be provided by legislation with penalties as follows:

"If employers have violated the act, they would be guilty of an unfair labor practice under the National Labor Relations Act.

"If employees have violated the act—such employees, if dismissed by the employer, would not thereafter be entitled to reinstatement or back pay by order of the N. L. R. B.

"Notice would be given the appropriate draft boards, if such employees, if dismissed, are no longer employed on such defense work.

"Any organization violating any provision of the act would, for a reasonable period, be denied any benefits or remedies under the N. L. R. A.

"(8) Such legislation would further provide:

"That a majority of the employees of any given plant in which a strike is intended must have, by secret vote, indicated their desire to collectively quit their employment.

"That the government may maintain appropriate actions in the courts of the United States to prevent or terminate any strike or lockout in violation of this act.

"We must—employer and employee alike, move only in the public interest;

(Continued on Page 24)

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*Next to the Adolphus
on Akard Street*

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American Felt Company



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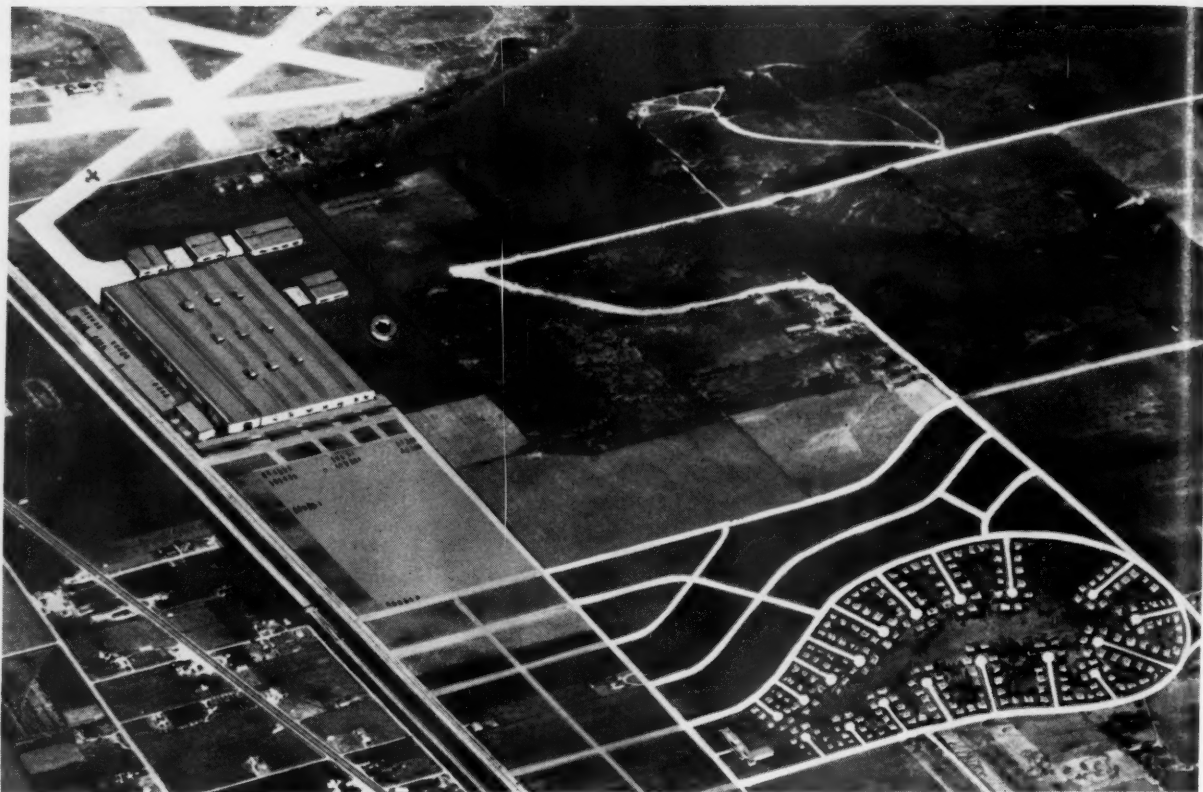


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Shown above is an architect's rough sketch on an aerial map outlining the general plan of Avion Village, defense housing project for North American Aviation plant workers near Grand Prairie

Defense on the Home Front; Avion Village:

*A park living development of
the Federal Works Agency*

By Dave Williams

Consulting Architect in Charge for the Federal Works Agency

STREAMLINED as an airplane, the \$1,000,000 Avion village, which will house the families of 300 North American Aviation plant workers, is being swiftly constructed within sight of the great warplane plant. The village, which got its name from the French word meaning airplane, is located south of Grand Prairie on Skyline and Robinhood roads. The project will have 203 buildings and will take in an area 693x2640 feet or approximately 75 acres.

A project of the Federal Works Agency, which has similar programs under way for defense plants throughout the nation, the homes will be the most modern of their type ever constructed in

the Southwest.

Although being erected in record time, the houses will be as solid and comfortable as the average cottage. In fact, they will have some features which are usually found only in the most expensive houses.

The buildings will be generally white in color, but some of the materials such as brick and red-wood will be used in natural color to add interest to the design.

Built to meet the requirements of Texas weather, the homes will be well insulated and will have ample window space and large, vine-covered pergolas to give ample shade.

The project will be completed by

June 10th and because of the speed necessary to meet this deadline, three crews, working in eight hour shifts, will soon be on the job.

Because of the urgency for completion of this and similar programs in the nation, the prefabrication process is being used. In this way, the houses can be speedily set up on concrete foundations and floor slabs as soon as the sections are made.

Avion village has been planned for park living by the Federal Works Agency, with the aid of Roscoe P. DeWitt, local architect, to allow the maximum in home life for the tenants. Since the majority of tenants will be young

(Continued on Page 21)

Southern Aircraft Will Expand Plant at Garland

EXPANSION has already become necessary for Southern Aircraft Corporation at Garland.

The airplane firm, which opened a \$70,000 unit about two months ago, will soon have a second unit costing \$50,000, officials have announced.

The rapid expansion is necessary, Willis C. Brown, president, declared, because the company, in cooperation with the national defense program, is extending its range of activities beyond the building of a military training plane and is entering the field of sub-contracting.

A major builder of military planes has already given the firm a large sub-contract and others are expected to follow as soon as the firm is able to take on more business.

Under the new sub-contract, Southern Aircraft will fabricate certain parts of combat airplanes. New machinery is needed to carry out this contract and the first carload will arrive in Garland during the first week of May, according to officials.

Expansion of Southern Aircraft's program will also necessitate additional workers and personnel of the plant will be increased from 56 employees to a total of 150 in the next few months.

Seven months will be required to fill Southern Aircraft's new order and addi-

tional administrative personnel will be added in production planning, warehousing and inspection departments, according to Mr. Brown.

But as plans are made for handling this new order, work progresses on the first of 10 primary-secondary trainers which the firm is constructing.

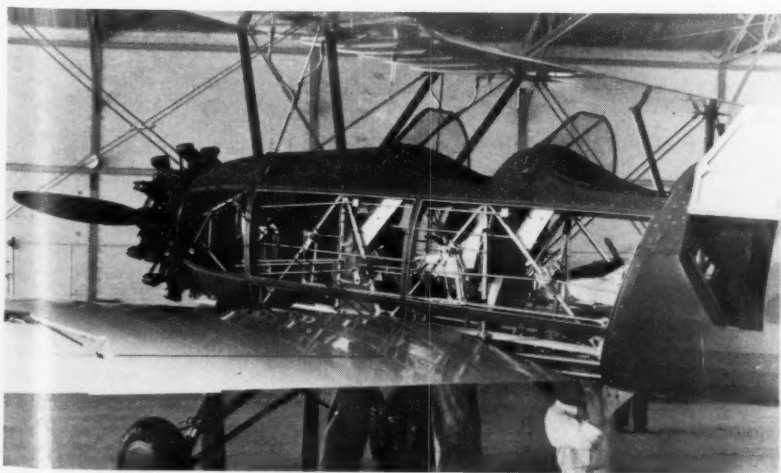
All parts for the planes are being made in the Southern factory, which contains some of the most modern machinery in this section.

Southern's plane, a sleek, open cockpit ship known as the BM-10, conforms to the requirements specified by the U. S. Army Air Corps. Some of its features are:

1. Welded chrome molybdenum steel tube fuselage which is dived into two sections with the forward section covered with metal cowl which is divided into removal panels. The rear section is fabric-covered.

2. The wings, which are wood framework with fabric covering, are staggered in such a manner as to allow completely free vision from either of the two cockpits.

3. The plane is strong, easy to maneuver and has a fuel tank of 42 gallons capacity. Maximum speed is 123 m.p.h. and cruising speed is 105 m.p.h. Service ceiling is 15,000 feet and range at cruising speed is 355 miles.



This picture shows one of the advantages of the Southern Aircraft BM-10, the removable metal panels, which allow for quick inspection and easy work on the fuselage

New Firms

(Continued from Page 14)

porters and distillers. Home office, New York, N. Y.

Shippers Supply Co., 3410 Elm Street. Shipping room supplies.

Texas Building & Supply Co., 333 Fidelity Building. Building materials.

Traco Division, M. A. Ferst, Ltd., 1300 Marilla Street. Fiberboard tile. Home office, Atlanta, Ga.

Union Pump Sales Company, 1705 North Field Street. Pumping equipment.

Sam Warren Engine Co., 343 South Industrial Boulevard. Gasoline engines.


Wico Electric Company, 2105 Bryan Street. Magnetos. Home office, Springfield, Mass.

Wonder Novelty Company, 734 Fidelity Building. Novelties.

Petroleum

American Association of Oil Well Drilling Contractors, 1820 Republic

(Continued on Page 24)



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DALLAS

Citadel of Healing

THE FIRST settlers who emigrated to the region around Dallas were hardy folk inured to the rigors of active outdoor lives; they found few menaces to health in the mild, wholesome climate of their new home except the malaria mosquitoes that rose from the stagnant creeks and water holes in the Trinity River bottoms. Nevertheless, even during the early 1840's the region began to attract capable physicians, trained in the best medical colleges of the South. Dr. John Cole came from Tennessee and settled on a 620-acre tract in North Dallas in 1843, and was preceded or immediately followed by Dr. W. W. Conover, who settled at Cedar Springs. These were probably the first two physicians in the county; the experiences of the latter were preserved by the English writer, Edward Smith, who published *An Account of a Journey Through Northern Texas for Purposes of Immigration* in 1849. Another physician known as "the hot water and steam doctor," Dr. Jonathan L. Sampson, practiced in Dallas from 1845 to 1849, and the first Federal census, taken in 1850, listed five physicians in the village—Dr. S. B. Pryor, Dr. Samuel T. Bledsoe, Dr. Perry Dekans, Dr. S. B. McCommas and Dr. A. D. Rice. All of these were prominent men in the community and two of them, Dr. Pryor and Dr. Rice, served as Dallas' mayors.

Remote from the research centers of the country and without the aid of hospitals, clinics, laboratories, or even adequate supplies of drugs, these pioneer healers ministered to the sick and injured as best they could, making long journeys on horseback at all hours of the day and night, mixing their own prescriptions, and frequently spending long

vigils with their patients until a crisis has passed. Little surgery was attempted and was generally confined to the treatment of wounds and the amputation of mangled limbs. Broken bones had to be set with improvised splints, and the mending of a broken leg or arm often left one limb shorter than the other. Not until the 1880's did Dr. T. Veal first in-

Concluding part of a new history
of Dallas.

troduce the use of plaster of Paris in the county. When any anesthetic at all was used, it was generally chloroform, and asepsis and bacteria were, of course, matters about which these pre-Civil War doctors had never heard. Dr. F. E. Hughes, a distinguished member of his profession with extensive experience as an army surgeon, who came to Dallas in 1872, urged the drinking of cistern water as the best preventive of cholera and accepted without question the prevailing theory that malaria was caused by noxious vapors exhaled by the moist earth under the heat of the sun.

During the Civil War Dallas apparently had a military hospital of some kind, as under date of February 2, 1865, the *Herald* carried an appeal for old linens to be used as bandages by the post surgeon. Following the influx of immigrants after the war, sanitary conditions became very bad in the overcrowded frontier town. Decaying refuse and offal accumulated in the muddy streets where hogs rooted and wallowed at will. A row of outdoor privies along the banks of the river near the courthouse sent up an unspeakable stench in

hot weather, and in the summer of 1870 the *Herald* declared the courthouse yard to be "a horse-lot, a cow-pen, a hog-pen, a loathsome common for animals to ruin, root up, eat off, and do other things too numerous to mention." These conditions and the consequent danger of epidemics led to the passage of the city's first sanitary ordinances and the appointment in June, 1873, of Dallas' first health officer—Dr. Matt Cornelius, an Alabamian educated at the University of Louisville.

One of the principal duties of Dr. Cornelius was the care of the patients in the two-room charity hospital established by the city a short time previously near the intersection of Wood and Houston Streets, in what was then the "red-light" district. This was Dallas' first permanent hospital. In 1876 it had 18 beds with a small separate ward for women patients; it was clean, however, and the patients were reasonably well cared for considering the meager facilities at the disposal of the city physician. A total of 169 cases were treated there in the year ending April, 1876. Though there was no other hospital nearer than Galveston, the one in Dallas was considered fit only for confirmed paupers and poor and friendless strangers who fell sick in the community. The neighborhood also bore such an unsavory reputation that physicians hesitated to call on hospital patients without prominently displaying the badges of their profession.

With the addition of a lean-to at the rear in 1880, this frame shack continued to serve as the city hospital until 1885. In that year, under the administration of Dr. J. L. Carter, a two-story Negro

(Continued on Page 25)

Compiled by the Workers of the Dallas Unit, Writers' Program, of the WPA

Avion Village

(Continued from Page 18)

married people, special consideration has been given in the planning for the safety and comfort of small children. All houses face inward to the park from Cul-de-Sac service drives, where no traffic can enter. Children go to their school, and all recreational facilities without crossing a traffic lane. Between each pair of Cul-de-Sacs, averaging 16 houses each, play areas with equipment will be provided for small children within range of their mothers' vision.

Included in the village will be a large community center. It will have a roof garden for dancing in the summer, and space for various types of entertainment in winter. A swimming pool, day nursery, for small tots, library and game room are also provided. Close by will be tennis courts, softball diamonds, a football gridiron, volleyball, badminton and croquet courts.

Contract for Avion village was awarded to Henry C. Beck, president of the Central Contracting Co., who has done much emergency construction for

the government in the last few years. His organization is schooled in the speed and thoroughness so necessary on jobs of this type, and through his co-operation the project has moved swiftly.

Because it was necessary to have a sponsor on Avion village, Mayor G. H. Turner of the city of Grand Prairie applied for the project. Under ordinary circumstances the sponsor's would have been required to put up \$95,000 for this program, but because the city needed its money for quick expansion elsewhere, the Federal Works Agency came to its aid. The FWA contracted for all but \$9500 of the sponsor's part and Grand Prairie gladly put up this amount. Mayor Turner and the city officials and citizens of Grand Prairie have all given the finest co-operation.

Water, street, sewer and other utility costs on the project are being handled by the WPA for a total of \$319,117.

Water for the village will be obtained from a new well which will be drilled shortly.

Today, employes of North American, look at nearby fields and see laborers, carpenters, plumbers and engineers feverishly at work.

On June 10th, or sooner, they will look at these same fields and blink their eyes in wonder because out of the maze of concrete and lumber which they see now, will come 203 buildings containing 300 new homes for them.

Boot-Maker Finds Dallas Trade Good

Salomon's Boot Shop, which recently moved from 308 North Ervay Street to 317 North Akard, specializes in custom-made Western boots, according to J. A. Salomon, owner. Mr. Salomon said the skilled craftsmen in his shop can duplicate any pattern in handtooled cowboy or cowgirl boots. The shop is equipped with modern machinery.

Much of his business comes from Dallas business executives and members of their families who maintain private riding stables, Mr. Salomon said.

The business was established in 1918 by Mr. Salomon's father, J. C. Salomon, as an exclusive shoe dyeing plant. The son has recently developed the custom-made boots and shoe business, and in the last two years the shop has attained wide recognition for its Western boots.

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Dallas Business Leads From Trinity

JOHN W. CARPENTER, Chairman Trinity River Committee, Dallas Chamber of Commerce: "Washington dispatches show the Federal government in its various branches is taking a keen interest in the coordinated plan for improvement of the Trinity River from Dallas and Fort Worth to the Gulf of Mexico."



"We may soon expect reports on the surveys recently completed by the War Department Engineers and the U. S. Department of Agriculture. It seems certain that such reports will be favorable. Already the U. S. Department of Agriculture announces that the 11,000,000 acres of the Trinity watershed will be improved in the interest of conserving the soil with a fifteen year program calling for the expenditure of \$5,478,000 annually."

"This work is to combat erosion, prevent the silting of the river, and to control dangerous and damaging floods along the Trinity valley. The National Resources Planning Board re-

cently reported to Congress that the Trinity River should be canalized to Dallas and Fort Worth at the earliest possible moment, thus pointing out that the linking of the Trinity with the inland waterways system of the nation is one of the most important projects of its kind now up for consideration. The lower section of the Trinity from the Gulf to above Liberty has already been improved and is being navigated by barge lines.

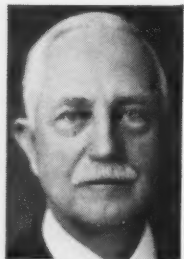
"It seems certain that full Trinity improvement and navigation is coming soon with the resultant manifold benefits to Texas and the entire Southwest. Because success seems certain, Dallas people should continue every effort to promote Trinity River improvement. An improved Trinity means new industries, the development of natural resources and prosperity and growth for Dallas and the Southwest. I urge all advocates of the coordinated program for flood control, soil conservation, navigation conservation of wild life, irrigation, reclamation of waste lands, establishment of adequate water supply for cities and industries, and safeguarding against pollution, to keep up their enthusiastic work. If we continue our efforts for an improved Trinity River it is likely that this year will see most of the program adopted, since it is needed as a national defense measure."

KARL HOBLITZELLE, Interstate Theatres, Inc.: "The manifold benefits of the improvement of the Trinity River are evident to every person considering this great development. Establishment of flood control alone would safeguard some of the richest farm lands of Texas. The conservation of the soil and the prevention of erosion along the vast Trinity watershed would save many fertile acres for agriculture. The Trinity and its adjacent lakes and bays would be saved from the present constant silting, which in itself would be a big step towards canalization."



from the present constant silting, which in itself would be a big step towards canalization."

G. B. DEALEY, of Dallas News: "The program for Trinity River improvement and navigation has always been consistently supported by the *Dallas News* because we believe that to a great extent the continued growth and prosperity of Dallas and this section of Texas hinges on Trinity River development. It is gratifying to see plans for Trinity River development, advocated by thinking Texans for many years, so nearly approach fruition. Our Federal government, without doubt, will make Trinity improvement and canalization the next of our great inland waterway projects."



without doubt, will make Trinity improvement and canalization the next of our great inland waterway projects."

R. G. STOREY, attorney, president Dallas Park Board: "With surveys of the Trinity watershed completed by both the War Department and the U. S. Department of Agriculture we may feel certain that the institution of the general plan of Trinity River improvement and navigation is not far from adoption by the Federal government. A great string of lakes between Dallas and the Gulf, along the Trinity Valley, would make this state a recreation center and a sports-



man's paradise besides establishing the water transportation so vital to the growth of industry and the development of our natural resources."

PAUL CARRINGTON, president Dallas Chamber of Commerce: "The most important project in the development of Dallas is undoubtedly the carrying out of the full program for Trinity River improvement and navigation. In fact, Trinity River development is of vital importance if Dallas is to continue its growth and become one of our nation's greatest industrial cities. We must never allow our interest or our efforts to lag when it comes to demanding the improvement and canalization of the Trinity."



ment and canalization of the Trinity."

C. F. O'DONNELL, president Southwest Life Insurance Company: "Every nation in war-torn Europe is using its canals for transportation of supplies and weapons of war. In peace time these same canals were used for carrying heavy, slow going freight at the lowest possible cost just as our own inland waterways are being used today. It would seem that the full improvement of the Trinity River, including its canalization, should be logically included in the national defense program. At present Dallas and the Southwest are among the few spots in the United States more or less isolated through lack of inland waterway transportation. With the Trinity River linking Dallas to the inland waterways of the nation the development of great and needed natural resources such as coal, iron, petroleum, and other minerals would become at once feasible for national defense."



the national defense program. At present Dallas and the Southwest are among the few spots in the United States more or less isolated through lack of inland waterway transportation. With the Trinity River linking Dallas to the inland waterways of the nation the development of great and needed natural resources such as coal, iron, petroleum, and other minerals would become at once feasible for national defense."

B. F. McLAIN, Retail Merchant: "It looks as if the work done by Dallas people in the past in behalf of Trinity River improvement is bearing fruit, and their hope for Trinity River navigation is about to be realized. The completion of the surveys of the Trinity River watershed, the favorable recommendations for Trinity Canalization by the National Resources Planning Board, point to the commencement of the all embracing program of river development."



Once the Trinity River is canalized and barges run from the Gulf to Fort Worth this section of the United States will profit by an industrial boom surpassing anything similar in its history. Dallas will be at last linked to the inland waterways system of the nation."

D. A. LITTLE, president Magnolia Petroleum Company: "The soil conservation program as embraced in the coordinated plan for Trinity River improvement will be of great benefit to the whole state when put into full operation. The conservation of the fertile top soil of the Trinity watershed and the prevention of erosion will stop the silting of the river and the waste of productive farm land. On my own farm I use modern conservation methods, so I am certain of the beneficial results of this all embracing plan for the Trinity."



tain of the beneficial results of this all embracing plan for the Trinity."

Plans Predict Vast Benefits From Developments

HON. WOODALL RODGERS, Mayor of Dallas: "The municipal government of Dallas well realizes the fact that the scientifically



worked out program for the general improvement of the Trinity River, embracing as it does flood control, soil conservation and canalization, is essential to the future well being and prosperity of Dallas. This city administration is wholeheartedly for Trinity River development and believes firmly that the Federal government

will soon remove business handicaps of past years by linking this section of the state to the inland waterways network of the nation by canalizing the Trinity."

EDWARD T. MOORE, Investments: "Just because the project, so long sought for by forward thinking Texans, seems about to be realized, we should in no way lessen our efforts



in behalf of the improvement and development of the Trinity River. Natural resources worth billions of dollars and practically inexhaustible lie dormant in the eleven million acre area of the Trinity watershed. They are awaiting only water transportation for profitable exploitation. When this comes it will mean a new industrial era for Dallas, Texas, and the entire Southwest—and it's coming soon."

O. H. MANN, Hardware Merchant: "I believe that as a national defense measure, insuring water transportation for the Southwest, the Federal government will before long adopt in full the comprehensive plan for Trinity River improvement. Texas is becoming one of the great national defense centers with aviation factories, munitions factories, and huge army camps and cantonments springing up almost over night. The need is evident for Texas to be linked with



the rest of the United States by an adequate inland waterway, so that heavy freight and military supplies of all kinds may move readily and steadily to and from their destinations by water. The recent surveys by the Federal government indicate that a canalized Trinity is vitally needed and I believe that with the furtherance of flood control, soil conservation, and other improvements, Trinity navigation will soon be a fact from the Gulf of Mexico to Dallas and Fort Worth."

A. H. BAILEY, Wholesale Merchant: "Water transportation is the most valuable gift which can be bestowed upon an inland city, and with the improve-



ment and development of the Trinity River, Dallas will, I believe, receive this great benefit before long. Linked to the intra-coastal canal, and thus to the vast network of inland waterways of America by a navigable Trinity, Dallas and the entire Southwest will be given a business and industrial impetus which should prove astounding in its far reaching magnitude. New factories will come to Texas, new business will develop, more people will live here, natural resources at present lying dormant will be exploited. By all means let us continue our united work for Trinity River development, for success is about to crown the efforts made over a long period of years."

DR. E. H. CARY, past president, American Medical Association: "After years of effort, the carefully coordinated program for Trinity



River improvement seems on the verge of official approval by the Federal government. Surveys of the Trinity have been made by the War Department and the U. S. Department of Agriculture, the lower section of the river has been improved and made navigable, a vast soil conservation program is commencing all along the Trinity watershed. Trinity River improvement is now regarded generally as being one of the first new inland waterway projects which should be undertaken. This is heartened to those who have worked in the past toward these ends. Without doubt an improved and canalized Trinity is just around the corner."

FRED F. FLORENCE, president Republic National Bank: "I am indeed gratified that the National Resources Planning Board has recommended to Congress that the Trinity River be canalized from the Gulf to Fort Worth as soon as possible. This is just another sign that the United States government is beginning to fully realize the importance of Trinity River navigation and improvement and the vast benefits it will bring to Dallas and the Southwest."



NATHAN ADAMS, president First National Bank: "Flood control is a tremendously important feature of the program for the general development and improvement of the Trinity River. The building of storage reservoirs, the straightening and deepening of the stream, the removal of debris, and other work by the Federal government would prevent the damaging floods which for years have been a menace to agriculture along the Trinity River valley.



Flood control, of course, goes hand in hand with soil and water conservation. The establishment of this program by the United States government will be of vast benefit to the entire state of Texas. I am glad to learn that soil conservation and flood control work is to be started without delay."

HUGH PRATHER, Flippen-Prather Realty Company: "Real estate men who continuously study city planning and city growth realize



fully the necessity for the immediate improvement of the Trinity River which now seems destined to arrive at a successful conclusion. The improvement of the Trinity and its canalization are imperative for the growth of Dallas, Fort Worth, and the many cities and towns on the Trinity watershed. An improved Trinity, safe from floods, navigable through a long stretch of lovely lakes would be an asset which would have a galvanic effect on business and industry. Dallas will always be a big fine city. With a canalized Trinity, Dallas would become a Southwestern metropolis."

F. O. BURNS, president Safeway Stores, Inc., of Texas: "The best engineering and agricultural thought of the nation has been devoted to plans for the improvement of the Trinity River from Dallas and Fort Worth to the Gulf of Mexico, and it has been established that such improvement would repay Texas and the entire country many times the cost of the improvement. Trinity River improvement means that fertile soil on the watershed will no longer be washed



into lakes and streams and that dangerous floods will be controlled and prevented. It means that there will be ample water storage down the Trinity River valley to supply municipalities and industries throughout Texas."

Dallas Does Major Part of State's Wholesale Business

TWENTY-THREE per cent of the total wholesale business transacted in Texas in 1939 was accounted for by Dallas, according to the Bureau of the Census report on wholesale trade.

Dallas' 1939 wholesale sales totaled \$475,454,000, compared with \$409,668,000 in 1935. The census report showed a total of 1,043 wholesale establishments in Dallas, with 577 proprietors, 13,018 employees, and a total payroll of \$21,741,000.

The report showed that Houston was the second city of Texas in wholesale business, with 1939 sales of \$457,911,000—22 per cent of the state's total sales. Houston had 845 establishments, 419 proprietors, 10,904 employees and total payrolls of \$18,980,000.

Dallas in 1939 had 515 service and limited function wholesalers, 206 manufacturers' sales branches with stocks, 71 manufacturers' sales offices without stocks, 25 petroleum bulk stations, 222 agents and brokers, and four assemblers (mainly farm products).

Classifications, and total 1939 sales, in the service and limited-function wholesalers' group in Dallas were as follows:

Amusement and sporting goods, 16 establishments, \$1,651,000; automotive, 47, \$26,555,000; beer, wines and liquors, 10, \$4,532,000; chemicals and paints, 10, \$866,000; clothing and furnishings, 26, \$5,020,000; coal and coke, 4, \$1,319,000; drugs, 17, \$5,348,000; dry goods, 3, \$5,033,000; dry goods (specialty lines), 11, \$663,000; electrical goods, 30, \$9,374,000; farm products (raw materials), 28, \$80,935,000; farm products, (consumer goods) 51, \$11,206,000; farm supplies, 3, \$427,000; furniture and house furnishings, 11, \$2,805,000; groceries (general line), 9, \$5,423,000; groceries and food (specialty line), 42, \$5,758,000; hardware, 6, \$5,196,000; jewelry, 6, \$1,319,000; lumber and construction materials, 13, \$1,898,000; machinery—equipment—supplies, 78, \$10,404,000; metals and metal work, 5, \$575,000; paper and its products, 11, \$1,786,000; petroleum and its products, 12, \$1,396,000; plumbing and heating equipment and supplies, 11, \$2,543,000; tobacco and products, 9,

\$10,297,000; waste materials, 18, \$1,660,000, and all other products, 28, \$10,957,000.

New Firms

(Continued from Page 19)

Bank Building. Brad Mills, executive secretary.

Herschbach-McCulloch Drilling Co., Magnolia Building. Drilling contractors.

Mid-Continent Drilling Contractors, Inc., 1303 Gulf States Building.

Oklahoma Contracting Company of Texas, 1514 Magnolia Building. Pipe line contractors.

Miscellaneous

Associated Aviation Underwriters, 1502 Magnolia Building. Insurance. Home office, New York, N. Y.

Aviation Credit Corporation, 118 Love Field Administration Building. Aviation financing.

Beacon Rental Company, 401 Praetorian Building. Real estate.

Curry Air Port, Laurel Land Road. Aviation landing field.

Frigid Refrigeration Engineering Co., 654 West Davis Street. Refrigeration engineers.

K. & S. Construction Co., Allen Building. Contractors.

Lakewood State Bank of Dallas, 716 Republic Bank Building. Commercial bank.

Luscombe School of Aeronautics, 3407 Commerce Street. Division of Luscombe Airplane Corporation, West Trenton, N. J. Aircraft school.

National News & Advertising Syndicate, Inc., 511 Thomas Building. Advertising.

Rust Engineering Company, Lenway and South Lamar Streets. Contractors. Home office, Philadelphia, Pa.

Security Life & Accident Company, 915 Gulf States Building. Insurance.

Southern Artists' Bureau, Inc., 1339 Liberty Bank Building. Booking agency.

U. S. Aircraft Insurance Group, U. S. Aviation Underwriters, 703 Gulf States Building. Insurance.

United States Government, Naval Cadet Selection Board, Navy Department, 520 Allen Building.

Produce or Perish

(Continued from Page 17)

any other course lacks patriotism, to say the least.

"Industry in doing this job, is willing to accept informed public opinion as the chief force as applied by impartial governmental umpiring.

"This is the fair way, the American way—which I presume is what we are arming to defend.

"We must have a rebirth of justice and fairness to all so that equality of treatment will provide equality of opportunity, and inspire Americans as in the past to truly national cooperation.

"We must have a rebirth of faith in the logic of common effort—a re-enshrining of hard work as one of our true Gods of Progress in the American Pantheon of Hope.

"We must have a rebirth of national confidence in the American way of life, which offers more to those fortunate enough to live with it than any other system in the world.

"Defense of these freedoms requires leadership as much as it requires arms. We are engaged in a battle that is more than military—it is the battle of freedom.

"Among the brave defenders of human freedom and liberty of conscience, there persists the abiding faith which sustains, encourages and makes strong. We like to think of ourself, armed or unarmed, as invincible and unconquerable. In the dim distance, ringing down through the years from the little hall in Virginia Colony comes the inspiration that makes Americans really invulnerable against its enemies—those brave words of Patrick Henry:

"Give me liberty or give me death."

Metropolitan Assets Pass \$5,000,000 Mark

The Metropolitan Building & Loan Association passed the \$5,000,000 mark in assets during April, having shown a steady increase from the date insurance of shares went into effect on January 1, 1936 at which time the assets amounted to \$2,923,698.53. A. C. Bigger, president, announced.

The interior of the home office of the Association at 1400 Main has been enlarged to take care of its expanding business, and has been redecorated, including a new system of fluorescent lighting.

DALLAS... Citadel of Healing

(Continued from Page 19)

school building on Market Street that originally had cost about \$1,500, was purchased. This building was moved to a site on Lamar Street between Wood and Young Streets and converted into a 25-bed hospital with two wards 25x60 feet in size. A small cottage on the lot served as a kitchen. The care administered to patients was still very inadequate even by standards of that day. There was no proper sanitation, no trained nurses, the police patrol wagon served as an ambulance, and operations were performed in the wards under a small swinging lamp, in plain view of the other patients.

A private hospital for pay patients was opened in the late 1870's by Dr. F. E. Hughes, in association with Dr. H. K. Leake and Dr. A. C. Graham. This was a comparatively well-equipped institution with separate men's and women's wards located in a three-story brick building at 739-41 Elm Street. No contagious or infectious diseases were admitted and special attention was paid chronic and surgical cases. Here what might be called a complete medical center was set up with clinical facilities and a nurses' training school. Later a selected number of students were given courses in medicine.

There were also free clinics during the 1870's, conducted for the poor of the community by certain private physicians, among them Doctors Hughes, Leake, Munday, and Peyton. At these clinics both medicines and medical advice were dispensed free of charge at specified hours each day.

The medical profession in Dallas County apparently formed an organization soon after the Civil War, for an election meeting of the Dallas County Medical Society was recorded in the *Dallas Herald* in 1871. At this meeting the officers chosen were Dr. L. Elliott, president; Dr. J. W. Crowds and Dr. R. C. Campbell, vice-presidents; Dr. R. O. Purviance and Dr. A. A. Johnson, secretaries, and J. T. Turner, treasurer. Dr. S. D. Thruston is also mentioned as having been active in this pioneer organization. In 1876 the Dallas County Medical and Surgical Association came into existence with Dr. H. K. Leake as its first president, and the dual societies functioned side by side for a time. Both disappeared during the early 1880's, however, and the present Dallas County Medical Society was not formed until

1884. On April 3 of that year an organization meeting was held in the offices of Drs. Chilton and Smith on Main Street, near Akard. A general call was then issued for a second meeting on April 12, at which Dr. John Morton was elected president and Dr. H. K. Leake vice-president. The Dallas County Medical Society, affiliated with the state medical association, has been in active existence ever since, and on January 1, 1940, had a membership of 500.

By 1885 Dallas had 65 practicing physicians and surgeons. Among the more prominent as recorded by the *Dallas Morning News* were Dr. H. K. Leake, Dr. S. D. Thruston, Dr. Jesse D. Pace, Dr. Ewing L. Thompson, Dr. G. E. Peters, Dr. John Morton, Dr. Sampson Eagan, Dr. I. A. McCarthy, Dr. David Mackay, Dr. J. L. Carter, Dr. H. I. McLaurin, Dr. H. A. Moseley, Dr. F. S. Davis, Dr. W. S. Lee, Dr. W. R. Wilson, and Dr. A. A. Johnson.

The profession in Dallas as elsewhere during this period was handicapped, however, by the lack of modern hospital, clinical, and research facilities which were not developed until around the turn of the century. The site of the city hospital was moved in 1894 to a 17-acre tract called Parkland on what was then the northern edge of the city, where a number of wooden structures were erected in the style of an army cantonment. Here there were a few opportunities for interne work, and some young local physicians served their professional apprenticeship at the city hospital during the late 1890's. A little later a city-county isolation hospital or "pest house," called Union Hospital, was established about a mile to the north. The city's first real hospital, in the modern sense of the term, was St. Paul's Sanitarium. Dr. John Wyeth of the New York Polyclinic Hospital lectured in Dallas in 1894, and several local physicians, including Dr. Joseph Letcher, Dr. C. M. Rosser, and Dr. W. R. Wilson, impressed by his description of hospital and clinical work in the East, resolved to secure similar opportunities in Dallas.

They approached the Rt. Rev. Edward J. Dunne, then bishop of the Roman Catholic Diocese of Dallas, on the subject and later conferred with church officials in New Orleans; as a result, the Sisters of St. Vincent and St. Paul finally agreed to operate a hospital in Dallas. Sister Mary Bernard arrived in the city in 1896 to raise funds for the in-

stitution. The cornerstone was laid at Hall and Bryan Streets on May 18, 1897, with Bishop Dunne officiating. The older unit of the present plant, a three-story brick building in the Romanesque style, was opened with a public reception in June, 1898. A nursing school was organized in 1900 and registered in 1906, making it the first registered training school for nurses in the city. Sister Mary Bernard remained head of the institution until 1905 and later established hospitals at Austin and Sherman.

About the same time that the demand arose for better hospital facilities, agitation began for the establishment of a medical college in the city. Following a meeting of several leaders of the profession on September 14, 1900, Mayor Ben Cabell called a mass meeting of all physicians practicing in Dallas to discuss the project; the group favoring the establishment of a college appointed a committee headed by Dr. R. S. Stout to work out details. The school opened under the name of the Medical Department of the University of Dallas on November 19, 1900, in the old Jewish Tabernacle Buildings on Commerce Street, with Dr. J. B. Titterington as dean, and a faculty consisting of Dr. A. F. Beddoe, Dr. L. Ashton, Dr. V. P. Armstrong, Dr. C. M. Rosser, Dr. B. E. Hadra, Dr. S. E. Milliken, Dr. J. E. Gilcrest, and Dr. Joe Beeton. The first degrees were conferred April 18, 1901, and in June, 1902, the site of the college was changed to South Ervay Street opposite City Park, now Sullivan Park.

Here in October, 1902, Dallas' first emergency hospital was opened. This was a real boon to Dallas physicians, since many seriously injured patients were unable to undergo the long ride in a jolting horse-drawn ambulance to Parkland. In 1902 a department of pharmacy was also established, to which Julien Reverchon, the distinguished French botanist of La Reunion, donated his fine collection of Texas plants and herbs. Baylor University at Waco was seeking to acquire a medical department about this time and, after negotiations extending over more than a year, it took over the college in Dallas on June 29, 1903; it also absorbed several other competing medical schools that had sprung up during the early 1900's. The college of dentistry was organized in 1905 as the State Dental College and did not become part of Baylor University until 1918.

Baylor Hospital, originally known as

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DALLAS... Citadel of Healing

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the Texas Baptist Memorial Sanitarium, grew out of the need for hospital affiliation to provide the Baylor University College of Medicine with the necessary clinical material. Dr. C. M. Rosser interested several wealthy Baptists in the idea and ground was broken in 1904. But it was not until 1909, after a financial campaign extending over several years, that the hospital's large, fireproof brick building was finally opened. At first the College of Medicine had access to the hospital but there was no definite organizational connection. Closer affiliation was achieved in 1912 by the formation of an executive hospital staff selected from the faculty of the college, and in 1920 the Baptist Convention voted to consolidate the College of Medicine and the hospital under the Board of Trustees of Baylor University.

In 1921-22 the institution became the Baylor University Hospital, and its nurses' training school the Baylor University School of Nursing. Thus a single complete medical center was created containing within itself all necessary facilities for study, research clinical observation and hospital practice. During the academic year 1939-40, the schools of medicine, dentistry and nursing had a combined enrollment of 621. Medical students have access not only to the Baylor University Hospital and the adjoining Florence Nightingale Maternity Hospital, opened in 1937, but also to Parkland Hospital, Woodlawn Hospital, the Bradford Memorial Hospital, and the Scottish Rite Hospital for Crippled Children.

Since the opening of these modern schools and hospitals early in the century, Dallas has progressed steadily as one of the chief medical centers in the Southwest. Dr. Adolph Lorenz of Vienna, an internationally famous orthopedic surgeon, held a widely-attended clinic in the city in 1903, and performed free operations with bloodless surgery on 15 children. In 1905 the Dallas County Physicians, Surgeons, and Nurses registry was organized, making it possible to reach almost any doctor or nurse in the city at any hour of the day or night. During the height of the meningitis epidemic which by January 13, 1912, had claimed 190 victims, Dr. Abraham Sophrian of the Rockefeller Institute for Medical Research, New York, was called to Dallas by the prominent surgeon, Dr. W. W. Samuell, to

aid in the fight against the disease. Though his mother was dying in New York, Dr. Sophrian remained here throughout the epidemic, demonstrating the new serum discovered by his associate, Dr. Simon Flexner, and on February 5 was tendered a testimonial banquet by the grateful citizens of Dallas, in addition to a fee of \$2,500.

In 1915 the Southern Medical Association chose Dallas for its ninth annual convention, which was attended by 1,500 physicians from all parts of the South. Since that time the city has been increasingly popular for professional meetings, and several Dallas physicians have been honored by election to leading posts in national and international bodies. Dr. E. H. Cary was chosen president of the American Medical Association when it convened here for its national convention in 1926. The Pan-American Medical Association, which met in Dallas in 1933, chose Dr. John O. McReynolds as its president the following year.

The Southern Clinical Society meets annually in Dallas and brings notable guests and special lecturers, keeping the city constantly abreast of the latest developments in medical science. The most recent important gathering of healers in the city was the forty-third annual convention of the American Osteopathic Association in June, 1939. It was attended by 2,000 osteopaths from all parts of the United States and Canada, and immediately prior to its opening sessions the Associated American Osteopathic Society of Ophthalmology and Otolaryngology held a special clinic here.

In 1923 Dallas made a significant contribution to the efficiency of medical practice when Dr. E. H. Cary erected the 19-story Medical Arts Building. A striking example of modern functional architecture, it was one of the first comprehensively conceived office buildings in the world to be erected exclusively for the use of the medical and dental professions and has been widely copied throughout America. In addition to 768 offices it contains chemical and X-ray laboratories, drug and medical supply stores, a specialized bookshop dealing in medical publications, large medical and dental libraries, and a hospital with 50 beds and thoroughly equipped operating rooms on the top floor. There is also an auditorium just above the main floor on the St. Paul Street side, designed as a meeting place for local dental and medi-

cal societies. The annex, containing 400 additional office rooms, was constructed in 1928, and the two buildings together represent an investment of \$3,000,000.

Dallas acquired another good general hospital with capacity for 140 patients and modern equipment when the seven-story Methodist Hospital was completed in Oak Cliff in February, 1923. The movement for its establishment was initiated in 1920 by two Oak Cliff pastors, the Rev. R. F. Bryant and the Rev. George M. Gibson. It stands on the ground once occupied by the home of the pioneer physician, Dr. Samuel B. Pryor, who became the first mayor of Dallas. An addition, containing 60 beds, was completed early in 1941.

A number of excellent specialized hospitals, as well as private clinics, have also been built in Dallas during the past two decades. The Freeman Memorial Clinic for Children was conceived in 1921 by the Rev. William M. Anderson of the First Presbyterian Church and made possible by Mr. and Mrs. Percy R. Freeman, who endowed the institution with \$200,000 in 1923 as a memorial to their son. The Bradford Memorial Hospital for babies is in part an outgrowth of the Dallas Baby Camp, established by the Graduate Nurses' Association in 1913, and was built in 1929 at a cost of \$100,000 by Mayor T. L. Bradford as a memorial to his wife and daughter.

The Texas Scottish Rite Hospital for Crippled Children, the only hospital in Texas devoted exclusively to the free treatment of crippled children, originated in 1920 when Dr. W. B. Carrell, backed by local citizens, opened a children's clinic on Worth Street. Dallas Shriners, impressed by the work of this clinic, established the present hospital on Welborn Street in November, 1923, under the name of the Shriners' Hospital for Crippled Children. Its name was changed in May, 1926, when it was taken over by the Scottish Rite bodies. Since its opening 17,000 children, only about 100 of them from Masonic families, have been treated at this hospital, which specializes in the correction of deformities resulting from infantile paralysis. The Texas Children's Hospital, costing \$140,000, and provided for by endowments and public grants, was opened in the autumn of 1940 on a site adjoining the Freeman Memorial Clinic and across the street from the Scottish Rite Hospital. With Hope Cottage, a founding hospital, these four provide a compact group of free pediatric institutions.

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Navy Board Here Picks Air Cadets



COMMANDER A. LAVERENTS

Realizing that Texas and Oklahoma have a wealth of young men who are excellent material for aviation training, the U. S. Navy has established a permanent examining board for aviation students in the Allen Building.

The board is composed of five officers and eight enlisted men, all of whom are specially trained in the work of selecting Naval aviation students.

The board is headed by Commander A. Laverents, a war-time flier with many years experience in his work, who is credited with selecting a vast number of fliers now seeing service in the navy.

Before coming to Dallas, Commander Laverents was attached to the Naval Station at Pensacola, Fla.

Other executives of the Dallas office are Lieut. Comm. A. M. Ferguson and Lieut. M. P. S. Spearman, medical officer.

After May 15, the youths selected by the Dallas office for naval air training will serve their first month at the new Naval Reserve Base near Grand Prairie. From there they will go to Corpus Christi for their advanced training.

Fundamental requirements for prospective navy fliers are that they must be between the ages of 20 and 27, be between five feet, six inches and six feet, four inches tall, weigh between 132 and 200 pounds, be in good physical condition and have at least two full years in college.

After the full training period, which requires eight months, the student is commissioned as an officer.

Magnolia Co. Observes Incorporation Anniversary

In observing the thirtieth anniversary of its incorporation as the Magnolia Petroleum Company, this pioneer Texas petroleum company is honoring E. R. Brown, a founder and chairman of the board of directors, and D. A. Little, president of the company. No formal ceremonies will mark the occasion, but the company's employees throughout the Southwestern states are joining with others in the industry to pay homage to the men whose courage and vision proved the value of petroleum products in the development of America.

While its corporate identity dates from April 24, 1911, Magnolia had its beginning at Corsicana in 1898 where Mr. Brown built the first refinery in the Southwest for the late J. S. Cullinan who later founded The Texas Company. The company operated as the Corsicana Refining Company, which was succeeded by the Navarro Refining Company and then by John Sealey and Company before the present corporation was formed.

Headquarters of the company were moved from Corsicana to Dallas in 1914 and general offices were located in the Kirby Building until 1922 when the present Magnolia Building was completed. The company now operates in 14 states and has five refineries in Texas with an extensive network of pipelines and production in many fields.

Charles B. Roberts Added To Bank Board

Charles B. Roberts, retail field officer for Sears, Roebuck & Co., has been added to the board of directors of the Republic National bank.

Mr. Roberts, a native of Dallas, is also on the Sears board and has charge of the firm's Southwestern zone.

Duke Forecasts Prosperity Era



A. MORGAN DUKE

Prediction that the Southwest—especially Texas—is entering its greatest era of prosperity was made by President A. Morgan Duke of the Southland Life Insurance Co., in submitting the company's thirty-third annual statement to policyholders and stockholders.

Mr. Duke pointed out that the company's record of production during the first three months of this year justifies the belief that millions of dollars, which are being, and will be, poured into Texas through the medium of defense projects appropriations, have speeded up the industrialization program of the state, which has been under way for the past two years.

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DALLAS... Citadel of Healing

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tutions all easily accessible to the Parkland City-County Hospital.

Group hospitalization has been favorably received in Dallas. Baylor Hospital introduced a group plan for reducing service costs in 1929, and was followed a short time later by St. Paul's Hospital and the Dallas Methodist Hospital. Today all three institutions are united under the National Hospitalization Systems, Inc.

The American Hospital Association met in Dallas in 1938, and Dallas hospitals received collective recognition at the Convention of the Association in Toronto the following year when they were awarded a trophy for outstanding work in educating the public in the appreciation and use of modern hospital facilities. The hospitals mentioned represent a total bed capacity of about one bed for every 200 people in Dallas, with many free beds for charity patients.

Paralleling its progress in medical organizations, medical education and hospitalization, Dallas has also pushed rapidly to the front in public health work, attaining an enviable position among American cities in this field during the past decade.

Epidemic control was undertaken as early as 1876, when the city began providing free vaccination against smallpox, and by the early 1880's definite progress had been made in elementary sanitation. A sewage ordinance regulating privies within the city limits was passed in 1880, and a city scavenger was appointed in 1882 to remove accumulations of garbage. Municipal inspection of milk was begun in 1880 on petition of Dallas milk sellers. In 1887 the city began to require the filing of death certificates. In September, 1897, an advisory board of health was created consisting of the mayor, the city health officer, and three citizens, two of whom were required to be practicing physicians. About the same time the post of health officer, until this time also appointive, was made elective. Dr. F. H. Florence, who served from 1898 to 1902, was the first Dallas health officer to be chosen by the voters. In 1898 an incinerator for the disposal of garbage and dead animals was constructed.

Under Dr. J. H. Smart's administration, 1902-04, Dallas was awakened to the dangers of promiscuous spitting, bad ventilation, and the common house fly as spreaders of disease. In 1906 a com-

prehensive pure food ordinance providing for the regular inspection of all milk, fresh meat, and other food products sold in the city was adopted. Faced with a serious smallpox epidemic the following year, the city undertook its first campaign of general vaccination among both school children and adults exposed to infection.

After the adoption of the mayor-commission form of government in 1907 the post of health officer again became appointive. Dr. T. B. Fisher, elected in 1904, was confirmed in office. In 1908 an emergency hospital with 24-hour a day service was opened in the city hall, and a motor ambulance was provided the following year. In 1910 birth as well as death records began to be kept. About the same time some care began to be provided for indigent tubercular patients by the construction of separate small buildings on the city hospital grounds, and in 1913, the year the city-county hospital system was formed, Woodlawn Hospital, a jointly maintained institution for tubercular cases, was established about a mile north of Parkland, adjoining the old pest house. In 1915 Dallas tried the experiment of making a non-medical sanitary engineer director of the health department, and under Charles Saville, first of these lay health directors, malaria was practically stamped out by an organized war on mosquito breeding places in the city. In 1919 under Dr. Leslie A. Frank, the second sanitary engineer to head the Dallas health department, compulsory vaccination was introduced in the public schools in the face of stubborn and organized opposition. In 1921-22 the Parkland City-County Hospital was transformed into a modern well-equipped institution admitting low income paying patients as well as charity cases. Hospitalization is supplemented by an out-patient clinic and visiting physicians and nurses.

After the inauguration of the council-city manager form of government in 1931, the city health officer was appointed by the city manager, and Dr. J. W. Bass has served continuously since that time. During his administration there has been notable progress in Dallas' program of public health. The department has been freed of unqualified political appointees, diphtheria has been largely conquered by general inoculation, and five free clinics for the guidance of parents and expectant mothers, as well as general supervision of health

and hygiene, have been set up in various parts of the city. In 1936, the city, in cooperation with the Federal government, opened at Parkland Hospital one of the largest free venereal clinics in the country. During 1938-39 this clinic administered 110,000 treatments. Trinity River pollution has finally been completely eliminated by the construction of a thoroughly modern sewage disposal plant in 1940.

Despite a per capita expenditure of only 57 cents per year for health and sanitation purposes, less than that of any other competing city in its population class, Dallas was awarded first place in 1937 in the inter-city health contest conducted annually by the Chamber of Commerce of the United States in conjunction with the American Public Health Association. Dallas had been climbing steadily toward top position for three years previously. In 1938 the city was ineligible to receive the award for a second consecutive time, but had a special certificate of merit bestowed upon it. In 1939 Dallas was given fourth place, and received another award of merit in 1940.

Industrial Activities Boost Bank Deposits

Increasing industrial activities in this area and national defense contracts were credited with the huge gains in deposits and resources shown by Dallas state and national banks in response to calls as of April 4.

Deposits totaling \$346,412,914 were reported by the 11 banks here to show a gain of \$16,709,944 over a call of December 31.

Resources, which totaled \$379,672,221, showed an increase of \$16,931,924.

A comparison of deposit totals showed a gain of \$35,500,000 over the same period for last year and resources were \$36,500,000 higher.

Still Another Alibi

Added to reasons for defeat of France by the Nazi forces is the report that the French command believed the Germans could not advance through Ardennes because railway facilities were lacking. The Germans waited for no trains, but advanced in tanks and trucks along the highways.

This strategy was one of the lessons of the conquest of France and the military leaders of other countries no longer are overlooking highways as military assets.

O'Daniel's Speech

(Continued from Page 12)

tries shall have been completed, the products of our farms and factories shall go forth from our seaports to rebuild, renourish and rehabilitate the world.

"The significance of all this to aviation in Texas needs no emphasis. The vast expanse of Texas, 801 miles from north to south, and 773 miles from east to west; its central location between the east and west coasts of our Nation; its location as the gateway to our friendly neighbor nations to the south; the development of petroleum and other industries with their demands for commercial aviation; the ideal climate; the vast open spaces; inexpensive fuel—all these are attractions which assure for Texas a high ranking position in the use of private and commercial aircraft now and in the years to come.

"This great new enterprise which we are here to dedicate today gives impetus to our state-wide industrial development program now underway. During the two years in which I have been governor of this great State, more than \$100,000,000 has been invested in new manufacturing establishments in Texas, not including about \$350,000,000 allotted to Texas for National Defense Projects. In great variety and number these new industries are being set up all about us. Recently I had the pleasure of dedicating the third woolen mill to be opened in Texas within the past ten months. Chemical plants are springing up on every hand. A pulp mill to manufacture newsprint paper which opened last year its \$6,000,000 factory, now finds it necessary to expand its facilities. Glass plants, furniture factories, steel mills, canneries, soap factories, locker storage units, recycling plants, and hundreds of others have come into existence within this two-year period. Other industrial developments of vast size and importance are in the offing.

"Friends, when the prospects for our future are so bright, when the new day of our economic prosperity and cultural and spiritual growth is just dawning in this Empire of Texas, when there are so many constructive plans to be made and harvests to be reaped, it is hard to turn our thoughts to the grim consideration of death and destruction throughout the world and the potential dangers to our own land. But we must face the grave reality. We must not flinch. In the name of the people of Texas and I know in accordance with the dictates of their de-

sires I early pledged to the President of the United States, our leader in this grave crisis, our complete support and moral encouragement in this day of tragic trial. All the facilities at our disposal, the resources at our command, the strength of our bodies, the skill of our minds, the prayers of our hearts must be laid at the altar of Democracy as we join our one hundred and thirty million countrymen in dedicating our all to the firm resolve that America shall always remain the land of the free, and the home of the brave... That was the pledge of Texas to our Nation... A pledge of Texas is an all-out pledge. It has ever been thus since those 185 immortal heroes of the Alamo on March 6th, 1836, fought and died—to the last man—for the preservation of freedom and democracy.

"Our all-out pledge to this cause does not mean closed factories and striking men. It means operating factories and busy men. The inherent blood in the veins of all true Texans has created that patriotic sentiment, and that undaunted determination. To back up that pledge I recommended to our Texas legislature a bill intended to discourage strikes in Texas, and this bill quickly passed the House of Representatives by a vote of 112 to 17, and the Senate by a vote of 27 to 4, and I signed the bill immediately, thus making it a Texas law, effective immediately, and I understand it is the first law of this nature ever to be placed on the statute books of any of our states. Now let any wild-eyed labor agitators and racketeers from distant states or foreign countries come to Texas and attempt by force or violence, or the threat of force or violence, to slow down or stop work at this airplane factory, or any other industry in Texas, and they will have plenty of time to rue their folly while they pick cotton on our Texas prison farms.

"I am glad to report that I have mailed a copy of this new anti-violence law to the Governors of each of the other 47 states, and to each of our National Congressmen at Washington, for their consideration. I did this because the mothers and fathers of our brave Texas soldier boys are enraged by knowing that their sons at Camp Bowie are training with wooden sticks and tree branches instead of real guns, because many factories in other states are closed down on account of strikes.

"I firmly believe that if each state in our union and our National Congress

would enact this same law, our strikes would end promptly... With capital and labor there is to be no quarrel in Texas during this period of national emergency. The life-savings, both large and small, of our citizens are being poured unstintingly into the building of needed factories and equipment, without consideration of cost, or assurance of financial reward. Likewise our talent and labor must be poured, without stint, upon the altar of freedom and democracy on this sound principle of national self-preservation—the first law of nature—and with faith in God to guide us through this storm to the sunshine of future happy days, as Governor of Texas, I am happy to participate in the dedication of this great new airplane factory of the North American Aviation Corporation at Grand Prairie, Texas, to the defense and protection of the United States, and as encouragement and hope for the peoples of all other God-fearing, and God-loving democracies of the world."

Classified Directory Corrections

Accounting Machines

International Business Machines Corp., 2112 Commerce.

Book Covers

Walraven Book Cover Co., A. T., 1509 Munger.

Community Trade Extension

National Trades Day Assn., Weatherford, Texas.

Contractors, General

Bartholomew, J. G., Construction Bldg.

Conveyors

Fix Co., Geo. J., 2413 Commerce.

Hardware, Wholesale

Southern Supply Co., 608 Elm.

Industrial Supplies

Briggs-Weaver Machinery Co., 309 N. Market.

Insurance—Real Estate Loans

Lindsley & Co., J. W., 1209 Main.

Steel Fabricators

Wyatt Metal & Boiler Works, 1901 W. Commerce.

Steel Storage Equipment

Lyon Metal Products, Inc., Santa Fe Bldg.

Transfer, Moving

Dallas Cartage Co., 801 Young.

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1925

1930

1937

1938

1939

1940

1941

ANOTHER PAGE

IN

Southlands

33 Years of

Progress

THIRTY-THIRD ANNUAL STATEMENT of the

SOUTHLAND LIFE INSURANCE COMPANY

DALLAS, TEXAS

December 31, 1940

ADMITTED ASSETS	
Cash in Banks and Office	\$ 2,505,341.77
First Mortgage Loans	8,197,990.54
Collateral Loans	213,500.00
Policy Loans and Premium Notes secured by Legal Reserve	8,813,795.76
United States Government Bonds	\$1,608,079.38
Texas Municipal Bonds	1,706,645.25
Industrial and Miscellaneous Bonds	1,325,393.53
Stocks	171,148.03
Premiums Deferred and in Course of Collection	1,156,777.12
Real Estate, including Home Office Building	7,237,946.38
Balance Due on Properties sold under contract	48,304.34
Interest and Rents Due and Accrued	192,861.31
Miscellaneous Assets	28,759.06
TOTAL	\$33,206,542.47

LIABILITIES AND SURPLUS	
Legal Reserve on Policies	\$30,358,756.00
Reserve for Installment Death and Disability Claims	731,814.00
Death and Disability Claims Reported, no proofs received	109,134.24
Premiums, Interest and Rents Paid in Advance	301,549.70
Estimated Amount Due for Taxes payable in 1941	64,311.80
Policy Dividends held at interest or payable in 1941	66,213.50
Accrued Expenses and Commissions	32,196.76
Reserve for Other Liabilities	91,341.55
Contingency Reserve	451,224.82
Capital Stock and Unassigned Funds	1,000,000.00
TOTAL	\$33,206,542.47

Insurance in Force, \$186,807,264.00

Total Paid Policyholders and Beneficiaries Since Organization, \$37,998,622.00

For information concerning agency contracts, address
JOE WOODWARD, Vice-President and Agency Director

SOUTHLAND LIFE INSURANCE COMPANY
Home Office . . . DALLAS A. MORGAN DUKE, President

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Lone Star Package Car Company
Dallas-Fort Worth Motor Freight Lines
Allied Van Lines, Inc.
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THE
MORRIS
PLAN

STATEMENT OF CONDITION OF THE DALLAS MORRIS PLAN BANK

AT THE CLOSE OF BUSINESS APRIL 4, 1941

RESOURCES

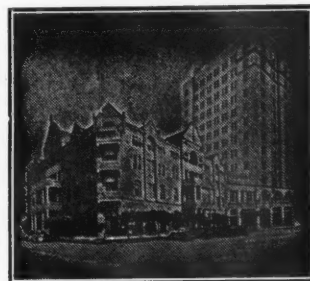
Loans and discounts on personal or collateral security	\$ 908,976.00
Securities of United States, any State or Political subdivision thereof	190,380.52
Other investments	18,026.00
Cash and due from other banks and bankers, subject to check on demand	128,358.08
Other resources	1.00
TOTAL	\$1,245,741.60

LIABILITIES

Capital Stock	\$ 100,000.00
Undivided profits, net	101,466.07
Reserve for interest, taxes, losses, etc.	60,891.41
Investment certificates of deposit	637,726.78
Payments on certificates hypothecated to retire loans at maturity	345,254.73
Other liabilities, customers' cash	402.61
TOTAL	\$1,245,741.60

BUDGET PAYMENT LOANS TO EMPLOYED MEN AND WOMEN and SMALL BUSINESS FIRMS

Your Home When Away
From Home



The Driskill Hotel

W. L. STARK, Manager

REPUBLIC NATIONAL BANK OF DALLAS

DALLAS, TEXAS

Statement of Condition • April 4th, 1941

RESOURCES

Loans and Discounts	\$ 41,807,027.11
Bankers' Acceptances and Commodity Loans	8,251,932.36
Banking House	1,950,000.00
Other Real Estate	261,552.06
Furniture and Fixtures	259,773.56
Stock in Federal Reserve Bank	240,000.00
U. S. Government Securities	14,522,869.37
State, Municipal, and Other Securities	3,825,334.38
Cash in Vault and with Banks	35,757,664.63
Total	\$106,876,153.47

LIABILITIES

Capital	\$ 4,000,000.00
Surplus	4,000,000.00
Undivided Profits	1,027,936.12
Reserve for Interest, Taxes, Etc.	303,810.65
Deposits:	
Individual	56,225,845.12
Banks	35,649,661.58
U. S. Government	5,668,900.00
Total	\$106,876,153.47

